3M MICROFILM

START OF ROLL

ROLL NO.

195

CONSTRUCTION CONTRACTS

8605

OREGON DEPARTMENT OF TRANSPORTATION

. 8605 "A" Canal Bridge (Klamath 1977
Falls) Sec. of FAU Rt. 2901 (Wa
St.) (Grade, pave & structure)

CONTINUED
FROM REEL #194

C+A 5994 9-6-77

Contract Profit 18-82004

AD 291

Ad Dep for PE $1,750.
" Land 37,500

P.E. Profit 318-1038
Const Profit 318-1038

8605

CITY OF KLAMATH FALLS, OREGON

226 SO. FIFTH STREET
ZIP CODE 97601

TELEPHONE 884-3161
AREA CODE 503

October 29, 1976

Mr. Dave Fenton,
Regional Federal Aid Engineer
P.O. Box 1249
Bend, Oregon 97701

Dear Dave:

Enclosed please find a complete set of as-built drawings for the Washington Street Bridge, one mylar drawing showing the existing plan and profile with two prints of the same to be forwarded to the Bridge Section of the Oregon State Highway Dept.

I would appreciate during the absence of a Department Head for the Dept. of Public Works, the City of Klamath Falls, Oregon, that your contact with the Department for added information relative to the subject project be with Mr. Ray Bidegary or Mr. Dale Cross.

As we discussed by phone, with the lack of a Department Head, I would hope that the project would continue without any delays from the City or by the State.

Thanks again for your cooperation on the various projects we have worked on together.

Sincerely,

Larry Lindstrom, P.E.
Director of Public Works

LL:cf

Encl.

SISTER CITY
ROTORUA, NEW ZEALAND

RECEIVED
NOV 8 1976
BRIDGE SECTION

8605

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 13, 1976

FILE:

FROM: Walter J. Hart
Bridge Engineer

TO: Memo to the File

SUBJECT:

"A" Canal Bridge
Washington Street
Klamath Falls

The funding for the replacement of the "A" Canal Bridge on Washington Street in Klamath Falls was discussed with David Fenton, Region 4 Federal Aid Engineer. This bridge is on the City's street system and is not part of a federal aid route.

FAU 2301

There appears to be three potential funding sources and a total of four alternates from these sources. In order of preference, the alternates are:

1. One hundred percent funding from the Local Public Works Employment Act bill which was recently passed by Congress. Two-thirds of the apportionment from this bill to a given state will go to local government.

2. Federal Aid Special Bridge Replacement Funds with the City's matched share of 25% to come from the Local Public Works Employment Act funds.

3. Federal Aid Special Bridge funds with the City's 25% share to come from such other sources as are available to the City.

4. ~~Funding as an Off-System Project~~. FAU 2301

A very preliminary estimate of the cost of the new structure is $168,000. Funds under the Public Works Employment Act bill are indeterminate at this time. The Special Bridge Replacement apportionment has not been released as yet. It is anticipated that these funds will be available in the near future. This project can be financed under the SBR funds if no other source is available.

It was suggested that since time is a critical factor in securing funds under some of these sources, preparation of the bridge vicinity map should be carried out by the City.

David Fenton is to discuss this further with the City of Klamath Falls.

WJH:dh

only $7000 for design

cc Carl Williams
John Wood /w/ encl.

NOTED
R. W. ELLIS

8605 8605 8

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701

~~July 27~~, 1976 8-4,

FILE: LOC 17
PRE LOC #18

FROM: David S. Fenton
Regional Federal Aid Engineer

TO: John Wood
Bridge Maintenance Engineer

SUBJECT: Special Bridge Replacement Program
Washington Street
"A" Canal Bridge
Klamath Falls
Bu 16301

NOTED
E. S. HUNTER

The City of Klamath Falls has submitted a request for the replacement of an unsafe bridge. The bridge is eligible for the Special Bridge Replacement Program, as you will recall, and we support the City's request. OK

Enclosed are the letter of transmittal with supporting data, a project request form (using the FAU form for convenience), a supporting letter from the Superintendent of Schools, a vicinity map, the existing design, and proposed plans.

DSF:mr

enclosures

cc: L. W. Rulien
Dave Carter, w/encl

David Fenton

RECEIVED
STATE HWY ENGR
AUG 4 '76
REFER TO

FOR PROJECT MANAGEMENT
Info | Inves | R/D | D/R | Sign | Act | File
JUL 26 '76
REFER TO
FOR
Info | Investigate | R/D | Action | File | Letter | See me

8-4-76 Harvey Jones

Yes, but in this case I told Hart & Finish design and have ~~County~~ City apply for Public Works money. If we fail there we can then use SBRP funds.

EdH
cc Hart

Ed Hunter Do we have a priority for SBRP project that we should follow if and when we get money?

8-4-76 Jones

8605

CITY OF KLAMATH FALLS, OREGON

226 SO. FIFTH STREET
ZIP CODE 97601

TELEPHONE 884-3161
AREA CODE 503

July 23, 1976

Mr. Dave Fenton
Oregon State Highway
P.O. Box 1249
Bend, Oregon 97701

RE: Federal Assistance - Washington Street-"A" Canal Bridge

Dear Dave:

As you have asked, I am enclosing an application for federal assistance to replace the Washington St. bridge which crosses the "A" Canal within the City of Klamath Falls. Accompanying the application is a letter from Dr. Earl Ferguson, Supt. of Klamath Falls Public Schools which outlines the affects this particular bridge has on the operation and function for Klamath Union High School. As noted in his letter, the high school has approximately 1100 full-time students and 100 full-time employees, bus trips amount to 20 per day, plus a high ADT generated by students who drive cars to and from school.

On March 10th, this Department notified the school district as to the bridge condition and a restricted load limit was applied, which in effect has eliminated the heavy bus traffic to use this particular routing to the high school. The load limit restriction has caused the school district to re-route their busing which has added approximately 10 minutes to each trip. From the school district's standpoint, this has added more cost and time in routing students to and from the high school.

As noted in the application, the bridge was built in 1938 and appears to be designed for a 10-12 ton limit. Field inspection indicates the decking and stringers to have approximately on the average of one inch of rot which has reduced the net design load. The restricted load limit will have to stay in effect until such time as the City can afford to replace the entire structure. If federal assistance is not available, it could be some time before the City is able to financially construct or replace the bridge.

The structure also serves a 30-block residential area to the City Center. The load limit restriction has also been passed on to the City Fire Dept., which creates a longer distance from the main station to serve the general residential area as mentioned. Even though the structure has been posted, other service vehicles may be exceeding the load limit.

Mr. Dave Fenton
Oregon State Highway - 2

July 23, 1976

Time is of the essence, as the summer is approximately half over with and construction for the structure would have to be conducted during the off-irrigation season. I would appreciate your assistance in expediting the enclosed application. If you have any questions or need more information, please contact this office.

Sincerely,

Larry Lindstrom

Larry Lindstrom, P.E.
Director of Public Works

LL:cf

Encl.

8605

ROBERT STRAUB
~~TOM MCCALL~~
GOVERNOR

P. B. KLABOE
Administrator of Highways

OREGON STATE HIGHWAY DIVISION

P.O. BOX 30 • SALEM, OREGON • 97310

March 26, 1976

G. L. Green
Federal Hwy. Administration
P. O. Box 300
Salem, Oregon 97308

1630 Wash. St.

Attention: H. A. Schell, Jr.

Subject: Special Bridge Replacement Program
Volume 6, Chapter 7, Sec. 4, Subsection 1
Federal Aid Hwy. Program Manual

Dear Mr. Schell,

Recent functional reclassification has added the following structure to the Federal aid system.

Bridge #	Highway #	M.P.	Bridge Name
62001	City Street	0.14	"A" Canal

The required SI & A sheets and computer cards are attached. Please submit to your Washington office as an addition to our list of bridge replacement candidates with a request for assignment of a sufficiency rating for this bridge.

Very truly yours,

J. H. Wood,
Bridge Maintenance Engineer

JHW:hc

cc: H. S. Coulter
W. J. Hart

RECEIVED
MAR 29 1976
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

Rev. 6/5/75

8605

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date July 22, 1976

Applicant Agency CITY OF KLAMATH FALLS

Federal Aid System Route No. 2301 Route Name Washington St. Bridge

Project Name Washington Street Bridge "A" Canal

Project Length 100 ft. span Project Location (Attach sketch map)

Project Description To replace the Washington Street Bridge over the "A" Canal built in 1938. The in place structure consists of wood decking with an asphaltic wearing surface, wood stringers, and reinforced concrete bents & [illegible] The aforementioned to be replaced with either pre-stressed or poured in pl[illegible] concrete structure.

Average Daily Traffic 3473 Design Speed 25 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 30 ft. Travel Lanes two Shoulders none
Medians none Parking none
Sidewalks 5 ft. each side
Other

2. Desired Roadway Cross Section: (Attach sketch)

Width Travel Lanes Shoulders
Medians Parking
Curbed Length Curb Radii
Sidewalk/Bikeway
Other

FOOTNOTES: Modify approaches to structure on each end as required.

Description of Proposed Roadway Work

Rev. 6/5/75

9605

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Average Daily Traffic 3473 Design Speed 25 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. **Existing Roadway:** (Attach sketch)

Width 30 ft. Travel Lanes two Shoulders none
Medians none Parking none
Sidewalks 5 ft. each side
Other

2. **Desired Roadway Cross Section:** (Attach sketch)

Width Travel Lanes Shoulders
Medians Parking
Curbed Length Curb Radii
Sidewalk/Bikeway
Other

FOOTNOTES: Modify approaches to structure on each end as required.

Description of Proposed Roadway Work

Form 81-734-58

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 ft. m ... um ... Maximum ...

2. Will Additional Right-of ... eeded? ... Explain ...

3. Will cost of additional ... ay be included in project or will applicant acquire withou ... project?
Included in project if ...

4. Will applicant acquire r ... y and have State review negotiations?
Yes x No ...

5. Should State negotiate a ... right-of-way in behalf of applicant?
no

6. Should State prepare opt ... s ... No x ...

7. Is a public hearing nece ... be required
(NOTE: If additional ... way is needed, or the improvement would have an ... ffect upon abutting real property, or if the lay ... ction of the facility or connecting streets or ro ... be changed, an opportunity for a hearing must ... .)

8. Will there be any person ... from their homes, farms or business?
no If so, ...
(NOTE: No property o ... be required to move from his home, farm, or busi ... t at least 90 days' written notice prior to the ... Vacation date.)

9. Will this project affect ... r recreation facility? no
If so, explain ...

III. TRAFFIC CONTROL DATA

1. Existing Signalization:

4-way stop at 11th St. & ... St.

2. Proposed Signalization:

Location Install at 11 ... ngton St. intersection a flashing red single head light.
Type ...

Date	Total
1978	
5-8	
5-9	
5-10	
5-15	
5-30	
5-31	

RECEIVED
JUL 29 1976
BRIDGE SECTION

Phases
Type of Suspension
Interconnected
Other

FOOTNOTES: City Council requested this type of installation as mentioned be installed.

3. Permanent Signing:

Include in project or by applicant? Material costs part of project, sign making & installation by applicant

4. Permanent Striping:

Include in project or by applicant? by applicant

IV. ILLUMINATION DATA

1. Present Illumination and Location:

2. Proposed Illumination:

Location
Type

V. STRUCTURE DATA

1. Existing Structure:

Location Washington Street & "A" Canal
Type Wood Deck with asphaltic concrete wearing surface, wood stringers, reinforced concrete bents & columns.
Size 30' Roadway width, 5' concrete sidewalk each side, 4 - 25' wood stringer spans.
To Remain in Place? no

2. Proposed Structure:

Location same

Is a particular type of structure and design desired?
~~Poured in place, pre-stressed~~ or a combination thereof.

Approximate size of proposed structure 56 ft. out to out, 100 ft. span

Are sidewalk/bikeways desired? yes, above includes 8 ft. walk

Are any utilities to be attached to structure? yes

FOOTNOTES:

Are provisions for illumination desired? if needed

Are there any unusual or complicating conditions? Construction to be completed during the months from Nov. canal is not in use during this time frame.

VI. RAILROAD DATA

1. Are there any railroad crossings? N/A Location

Type of existing crossing

Existing crossing protection

Name of Railroad

Number of Tracks: Mainline Siding Total

Angle of Intersection

Sight Distance: (Direction) Distance

(Direction) Distance

Number of Trains: Passenger Speed

Freight Speed

2. Will existing railroad crossing be altered?

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Eliot Allen Planning Director Office
2.	Environmental	Office
3.	Public Hearing	Larry Lindstrom ~~Director of Public Works~~ Office

RECEIVED
JUL 29 1976
BRIDGE SECTION

REMARKS: _____

VIII. GENERAL INFORMATION

1. Other work or conditions not covered by preceding sections
Bridge is main access to a senior high school with a total of 1100 full-time students. (see attached letter)

2. Does the applicant desire to perform the project prelim
Yes X No _____

Does the applicant desire to perform the project cons
Yes X No _____

(NOTE: Utilization of local forces to perform p
construction engineering requires the pri
the State and Federal Highway Administration. In
instances, State will prepare final plans, advert
and award project contracts.)

3. Applicant's Estimate of Cost for Requested Project:

Roadway Work	$
Right-of-Way Costs (if participating)	
Traffic Control	1
Illumination	
Structures (including removal of existing bridge)	164,000
Railroad	
Other Contingencies	15,000
Total engineering	16,000
PROJECT TOTAL	$ 211,000

FOOTNOTES: _____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of KLAMATH FALLS and/or _____ County

By _____ By _____
Mayor

By _____ By _____

By _____

FERGUSON,
SUPERINTENDENT - CLERK

DALE GOODE
DEPUTY CLERK

KLAMATH FALLS PUBLIC SCHOOLS
KLAMATH FALLS SCHOOL DISTRICT NO 1
KLAMATH UNION HIGH SCHOOL DISTRICT NO. 2
475 SOUTH ALAMEDA
KLAMATH FALLS OREGON 97601

JERRY L. KILLINGSWORTH
GLENN P. DORN
ASSISTANT SUPERINTENDENTS

25 June 1976

Larry Lindstrom
Director of Public Works
City of Klamath Falls
Klamath Falls, Or 97601

Dear Larry:

I would appreciate your moving as rapidly as possible to complete the repair or replacement of the Washington State bridge. This bridge is very essential to our student traffic in and out of KUHS. The following factors might be of interest to you in helping you expedi the replacement program.

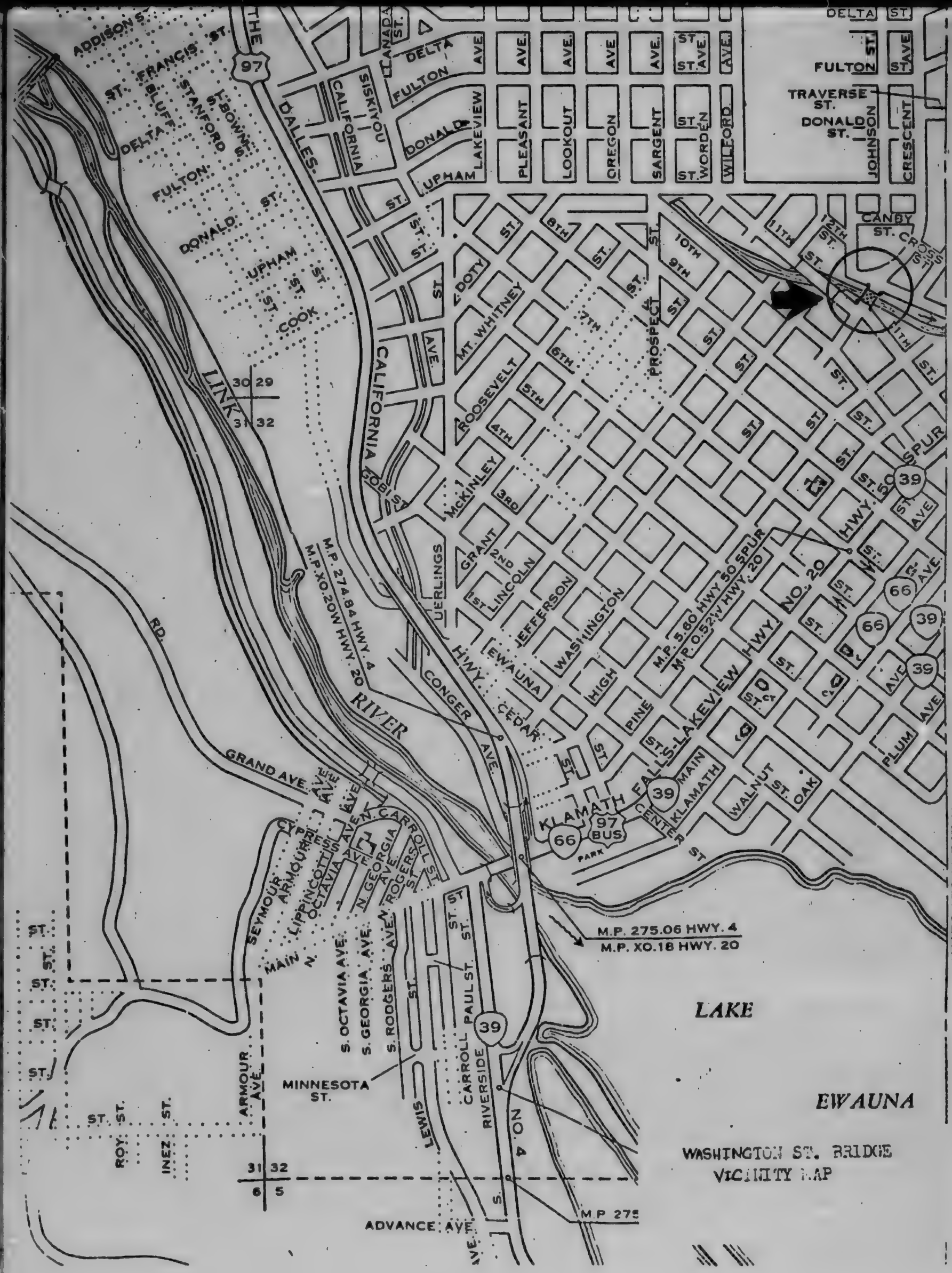
1. KUHS has a total of 1100 full time students and approximately 100 full time employees
2. A total of 20 student bus trips are in and out of KU each day
3. Since the closure of the Washington State bridge the added time to each bus to use various alternate routes has been approximately 10 minutes each
4. Safety factors have been of some concern as we look at the coming school year especially as it relates to the winter months. With the closure of Washington Street, we must travel one of two routes with one crossing the very active SP-GN railroad lines or the second coming off the Wall Street which hits Esplanade and because of the steepness is a very dangerous move when the roads have snow and ice on them

I would be most pleased to appear before the Council or provide any help that would encourage you to expedite the reopening of this bridge.

Professionally,

Earl E. Ferguson
EARL E FERGUSON
Superintendent

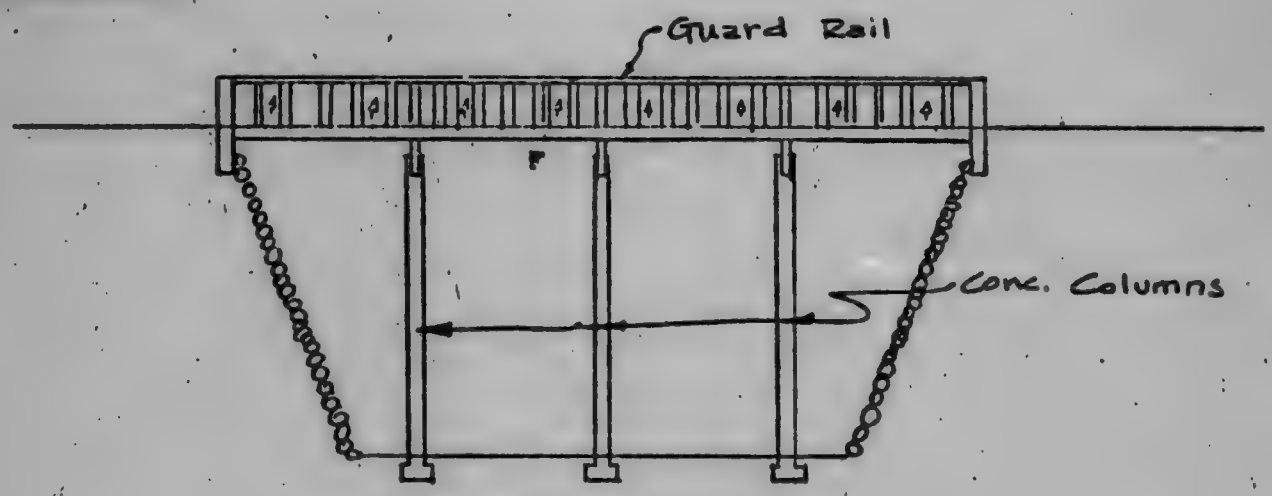
RECEIVED
6-28-76



WASHINGTON ST. BRIDGE
VICINITY MAP

ATCH TO SHEET 11
ADDISON ST.
FRANCIS ST.
DELTA
BLUFF
STANFORD
ST. BOWN ST.
FULTON
DONALD ST.
UPHAM ST.
COOK ST.
THE DALLES
97
CLAMATH ST.
SISKIYOU
CALIFORNIA
DELTA
FULTON
DONALD
UPHAM
AVE.
LAKEVIEW
PLEASANT
LOOKOUT
OREGON
SARGENT
ST. WORDEN
WILFORD
DELTA ST.
FULTON ST.
TRAVERSE ST.
DONALDSON ST.
JOHNSON
ST. AVE
CRESCENT
CANBY
ST. CROSS
11TH
12TH ST.
10TH
9TH
8TH
7TH
6TH
5TH
4TH
DOTY
MT. WHITNEY
ROOSEVELT
PROSPECT
McKINLEY
3RD
GRANT
2ND
1ST LINCOLN
JEFFERSON
WASHINGTON
HIGH
PINE
CEDAR
EWAUNA
UERLINGS
CONGER
HWY.
M.P. 274.84 HWY. 4
M.P. XO.20W HWY. 20
M.P. 5.60 HWY 50 SPUR
M.P. 0.52W HWY. 20
NO. 20 HWY.
SPUR
39
66
LINK
30 29
31 32
CALIFORNIA
RIVER
RD.
GRAND AVE.
SEYMOUR
CYPRESS
ARMOUR
LIPPINCOTT
OCTAVIA AVE.
N. GEORGIA AVE.
N. ROGERS
CARROLL ST.
MAIN
S. OCTAVIA AVE.
S. GEORGIA AVE.
S. RODGERS AVE.
CARROLL PAUL ST.
RIVERSIDE
LEWIS
MINNESOTA ST.
ARMOUR AVE.
KLAMATH FALLS-LAKEVIEW HWY.
MAIN
KLAMATH
CENTER
WALNUT
OAK
PLUM AVE
97 BUS
PARK
M.P. 275.06 HWY. 4
M.P. XO.18 HWY. 20
LAKE
EWAUNA
WASHINGTON ST. BRIDGE
(MATCH TO SHEET 4)

EXISTING IMPROVMENTS



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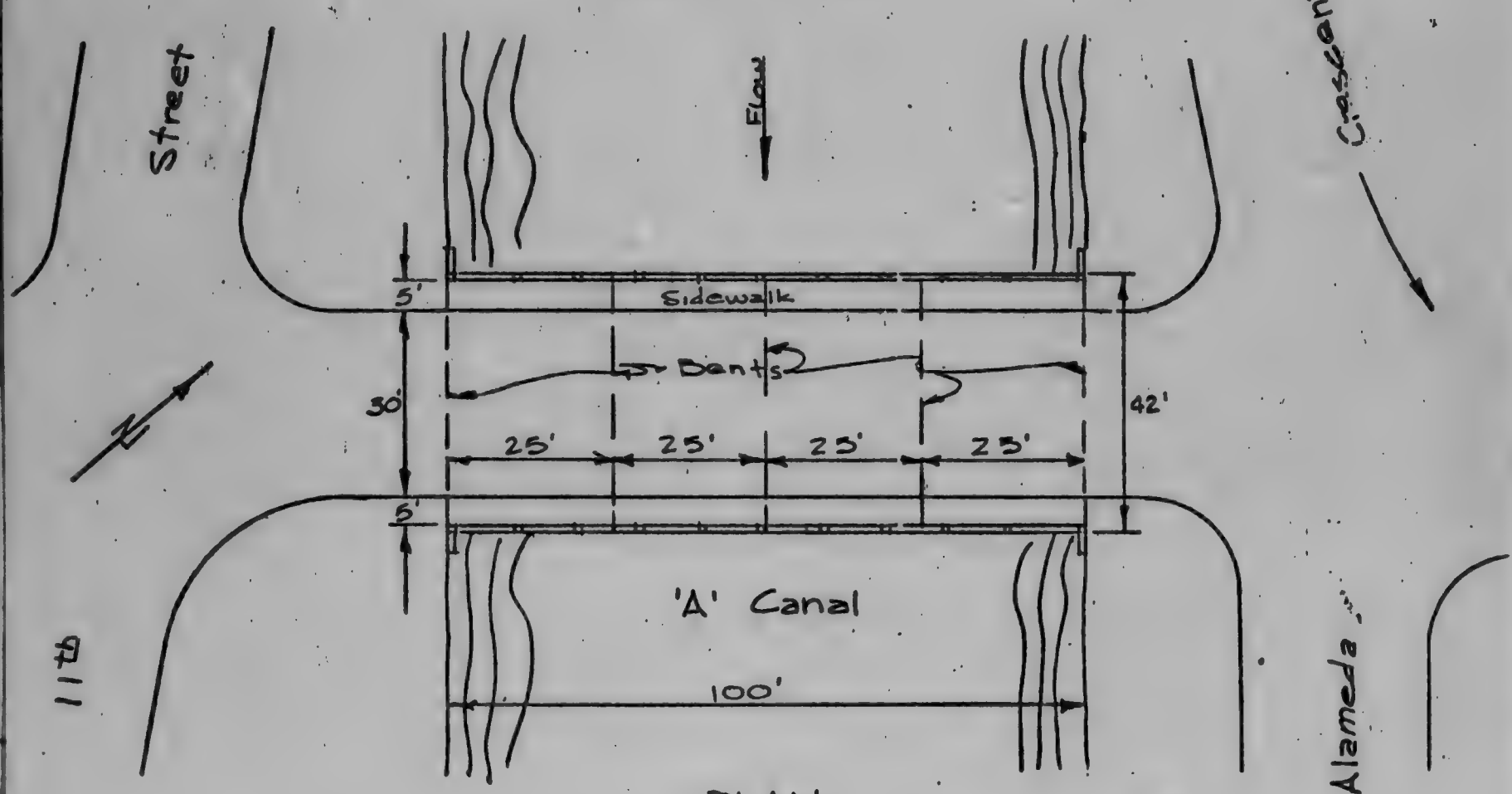
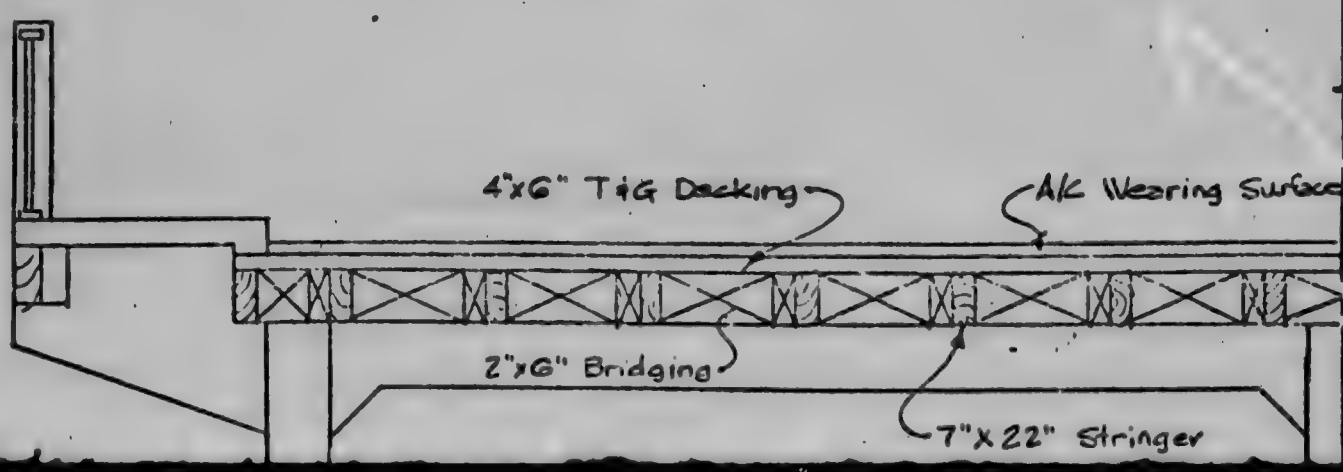
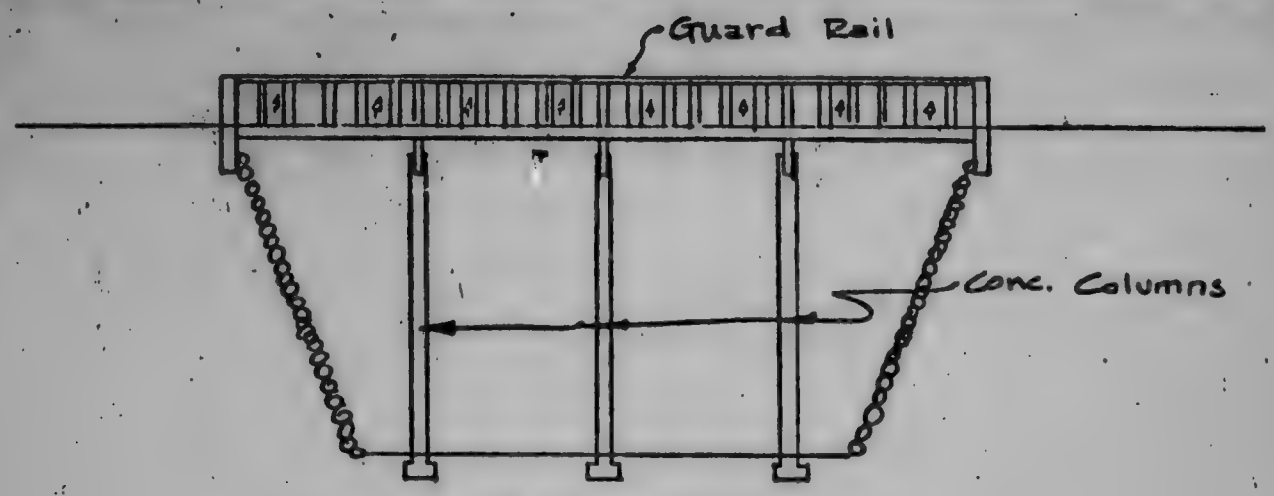


PLAN





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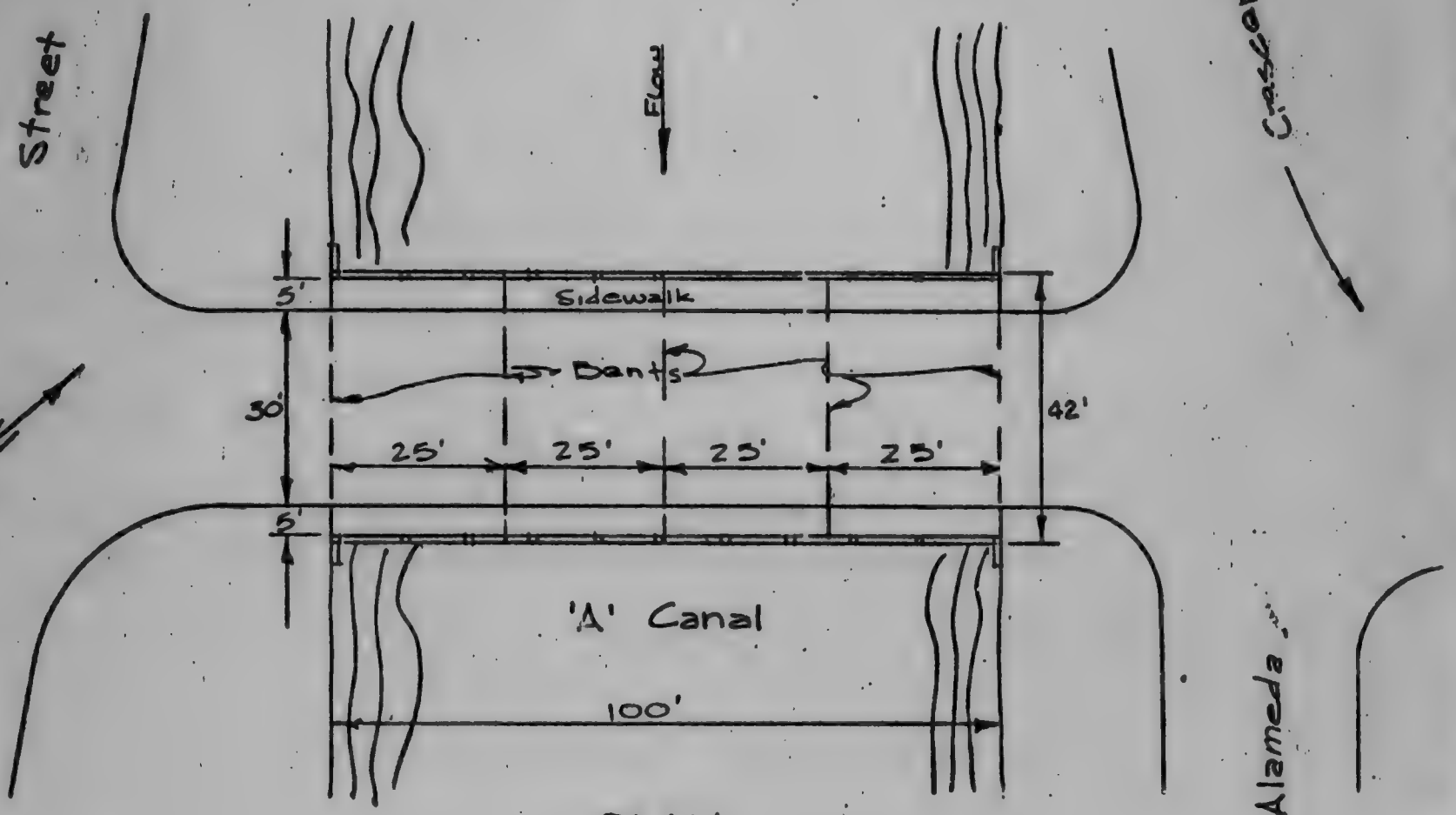

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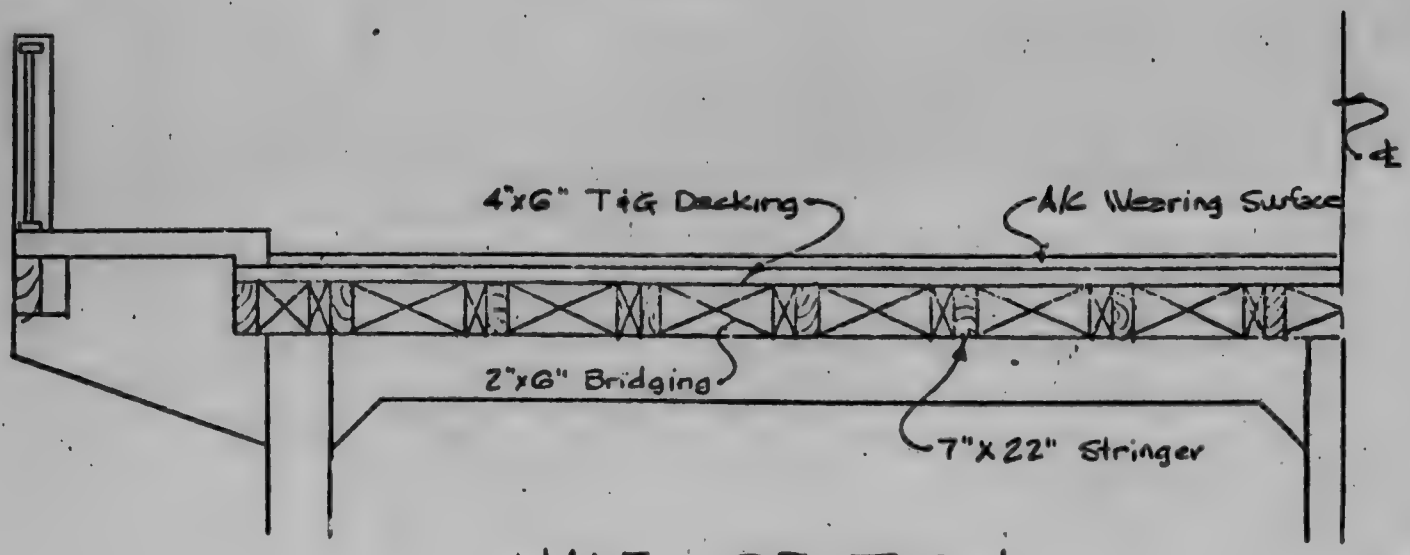
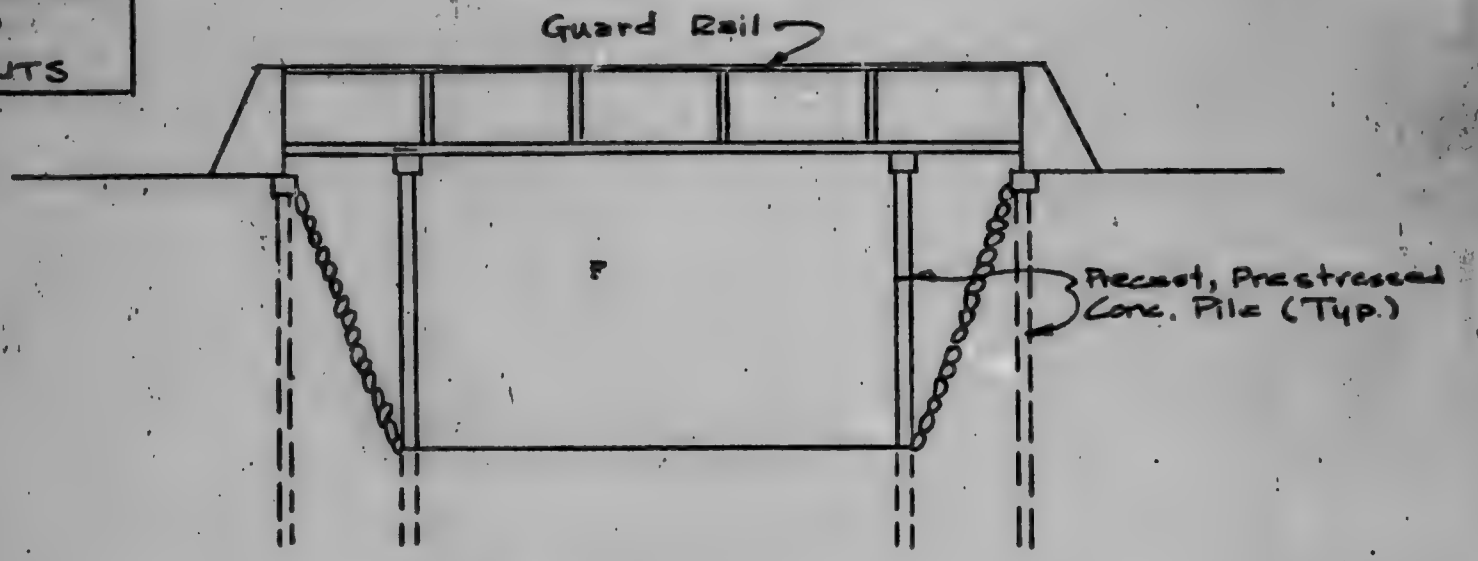


HALF - SECTION

PROPOSED IMPROVMENTS



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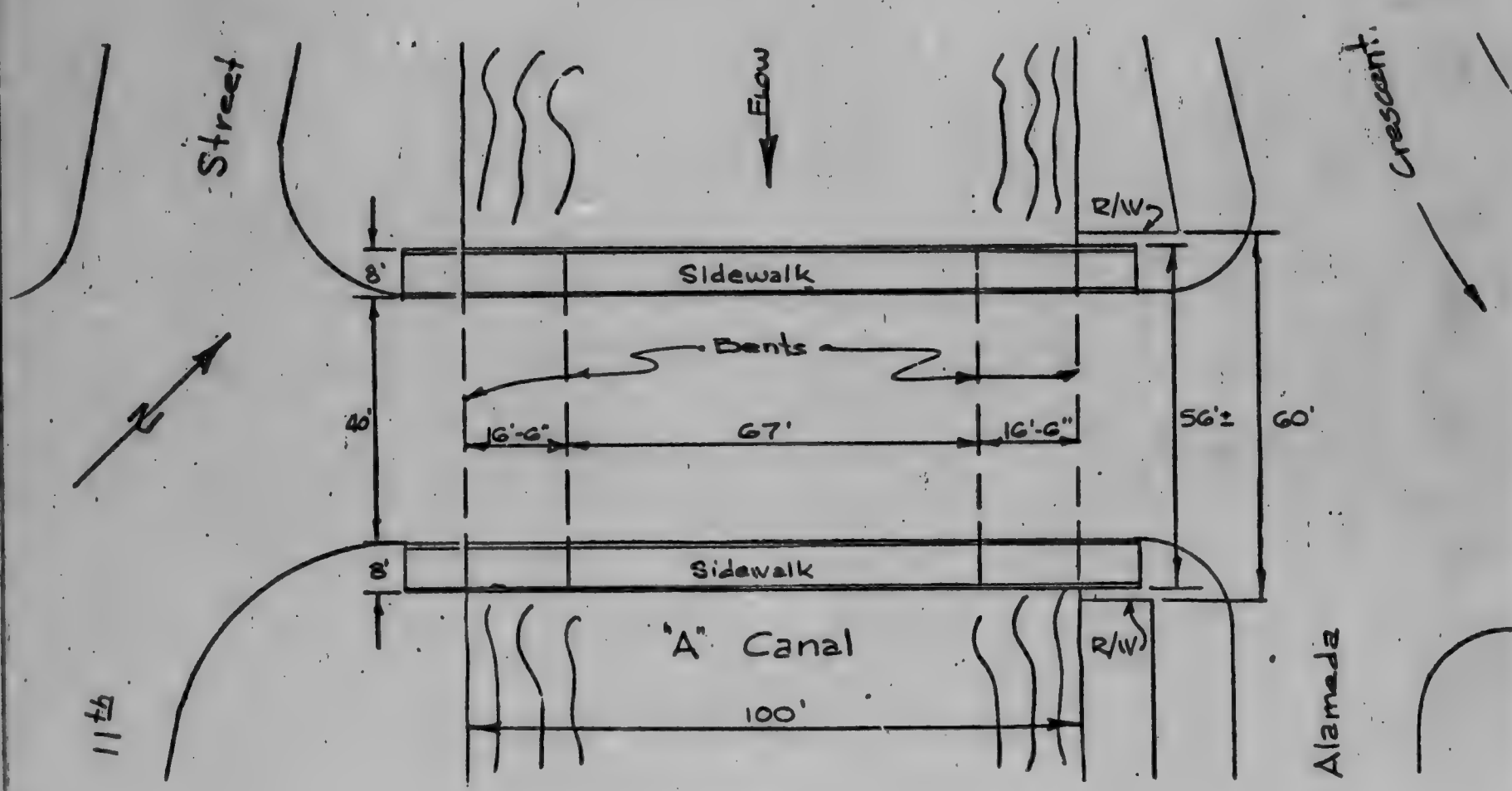

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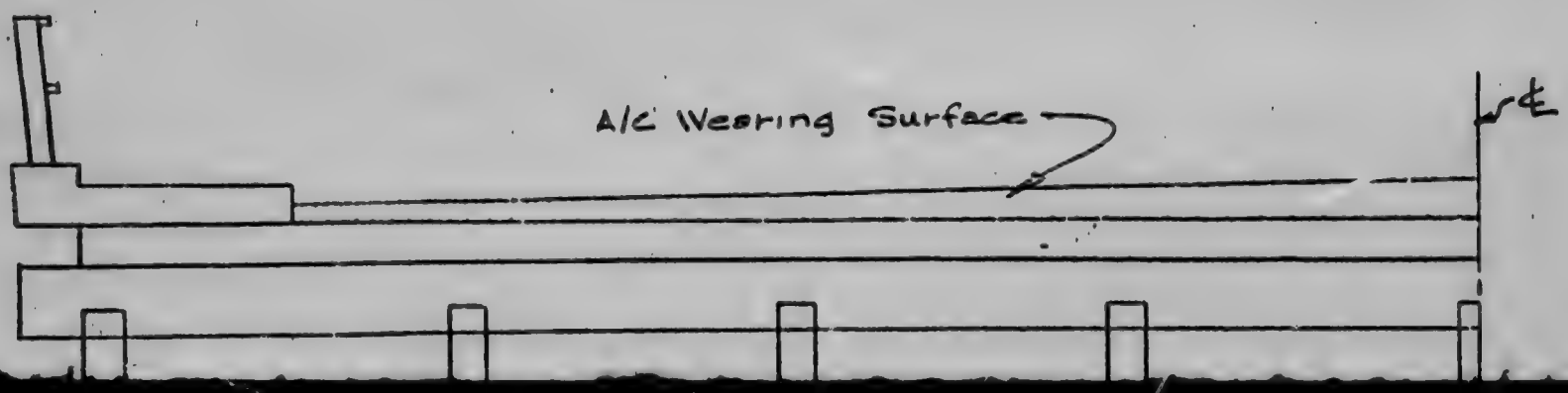

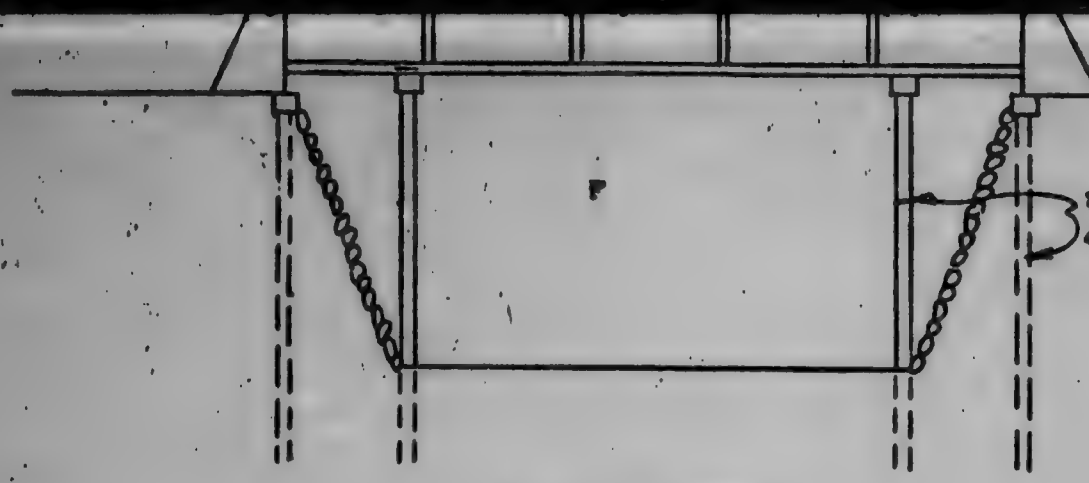

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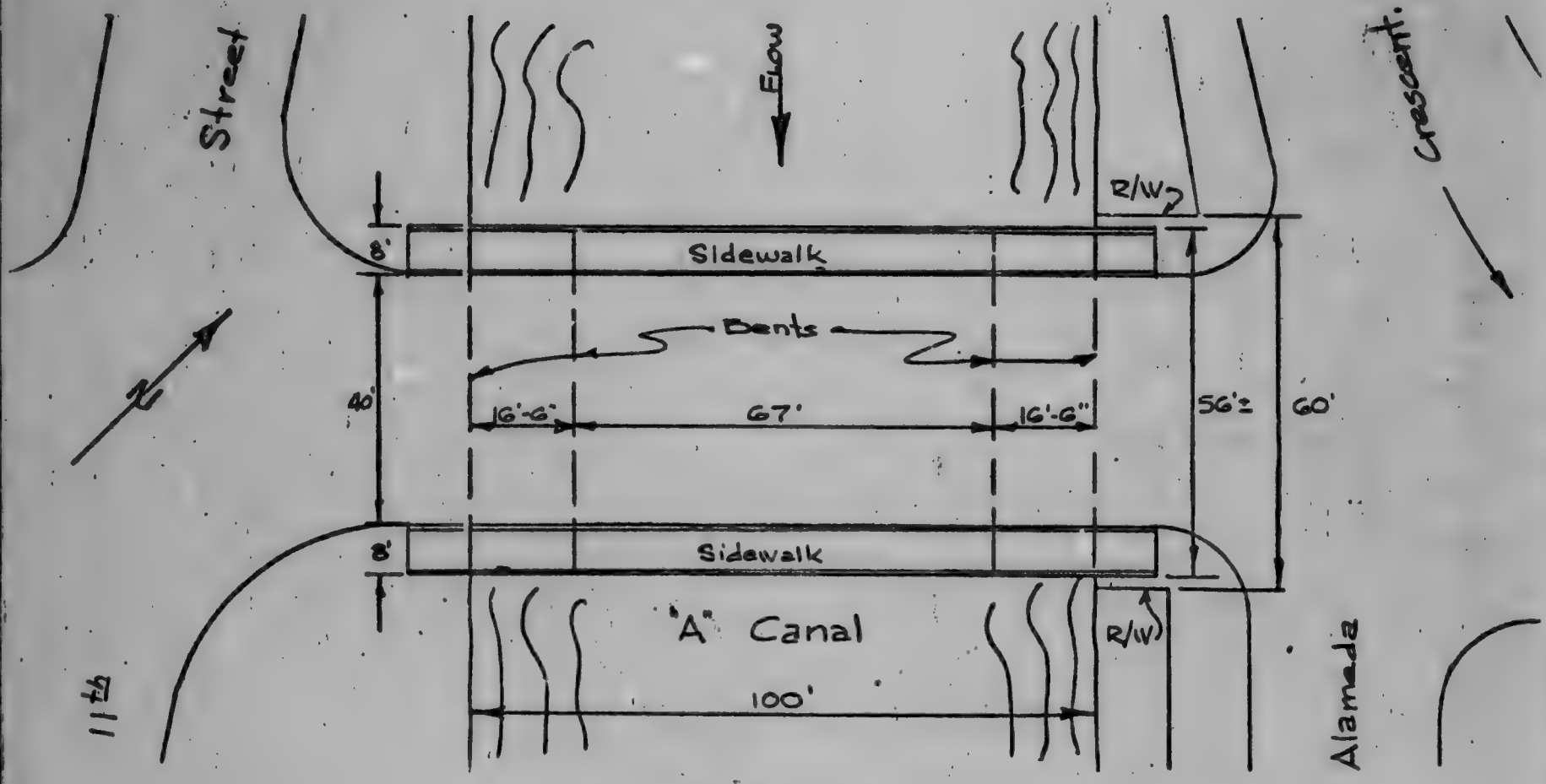

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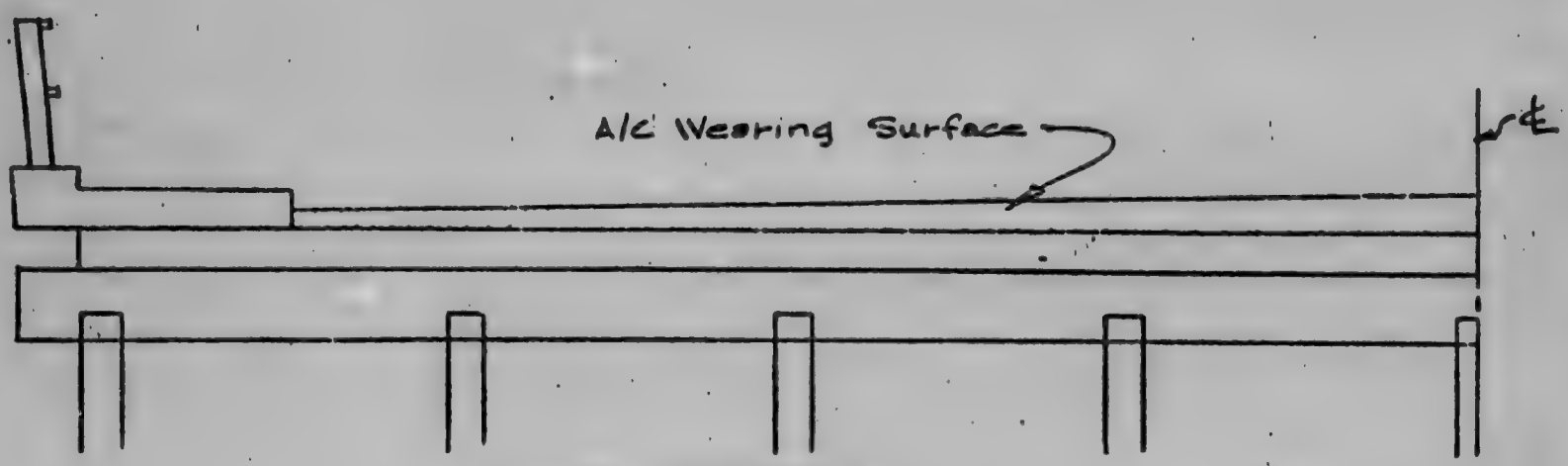


HALF SECTION

1977 N. Unit, Lake Abert-Valley 8606
Falls Sec. of Lakeview-Burns Hwy.
(Grading & paving)

8606

L

January 23, 1981

Spears, Lubersky, Campbell & Bledsoe
James L. Hiller
800 Pacific Building
520 SW Yamhill
Portland, OR 97204

COM 5
#8606

Gentlemen:

Per your discussion with our Chief Counsel, Jack Sollis, we are returning the Subpoena and Check No. 8957 for $13 as it is not necessary that I appear on February 3 in connection with Contract No. 8606 - Henry A. Souza vs Babler Bros., Inc., a corporation, and Ed Tomlin.

We are enclosing a certified and notarized copy of Contract No. 8606 with Babler Bros., Inc., for work on the North Unit-Lake Abert-Valley Falls Section of the Lakeview-Burns Highway in Lake County. The contract contains the special provisions.

We are also enclosing a certified copy of the Standard Specifications for Highway Construction (1974 issue) referred to in the contract. There is a charge for this document of $8 however, if you return it to us within two months there will be no charge.

Also, attached is a certified copy of the plans for this particular project.

If you have any questions, please call Jack Sollis at 378-4259.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

RWC:bak
Att.

bc: Jack Sollis
Jack Sullivan
Ed Hunter

FORM No. 255—CIVIL SUBPOENA—Issued by Clerk/Judge/Justice/Attorney. STEVENS-NESS LAW PUBLISHING CO., PORTLAND, OREGON 97204

1/1/80

In the CIRCUIT Court of the State of Oregon

For the County of Multnomah

HENRY A. SOUZA,

Plaintiff

vs.

BABLER BROS., INC., a corporation, and ED TOMLIN,

Defendant

No. A7910-04708

CIVIL SUBPOENA
DUCES TECUM

TO: ROBERT GORMSEN OR RECORDS CUSTODIAN
Commission Services - Dept. of Transportation, Transportation Bldg.,
Salem, Oregon 97310

You hereby are required to appear in the above entitled court at Room No. ..... of the county court house of Multnomah *County in the city of* Portland, *Oregon on the* 3rd *day of* February, *19*81, *at* 9:00 *o'clock* A.M., *to testify as a witness in the above entitled cause on behalf of the following named party(ies):* plaintiff Henry A. Souza *and to remain until the testimony is closed unless you are sooner discharged. At the end of each day's attendance you may demand of said party(ies) or their attorney the payment of legal witness fees for the next following day and if not then paid, you are not obligated to remain longer in attendance.*

*You are commanded to bring with you** all contract documents relating to Highway Construction Contract 8606 including standard specifications, construction special provisions, notarized copy of signed contract and bond, and plans.

† *Issued By:*

Dated January 14, *19*81 s/ James L. Hiller

James L. Hiller

** If applicable, list books, papers, documents or tangible things; if any items are listed, the words DUCES TECUM should be added to the title of the document, i.e. CIVIL SUBPOENA DUCES TECUM.*

† A subpoena may be issued in blank by the clerk of the court in which the action is pending, or if there is no clerk, then by a judge or justice of such court; or it may be issued by an attorney of record of the party to the action in whose behalf the witness is required to appear. See ORCP Rule 55 C. (1)

I hereby certify that the foregoing is a complete and exact copy of the original subpoena in the above entitled cause as the same appears in my hands for service.

A TRUE COPY: s/ [illegible]

IF AN OFFICER, STATE TITLE

Witness fee . . . $ 5.00

Mileage 7.00

Total $13.00

STATE OF OREGON, County of ss:

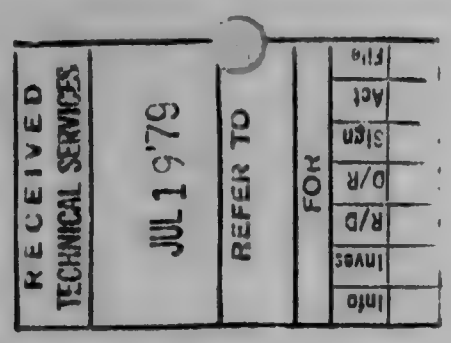
I hereby certify that I served the within subpoena on the day *of* , *19* , *on the within named*

by delivering to him/her a copy thereof personally and giving or offering to him/her at the same time the fees and mileage (see opposite) to which he/she is entitled for travel to and from the place designated in said subpoena and one day's attendance; that I am a competent person over the age of 18 years.

Spears, Lubersky, Campbell & Bledsoe
James L. Hiller
800 Pacific Building
520 S.W. Yamhill
Portland, Oregon 97204
Telephone: 226-6151

NAME, ADDRESS AND TELEPHONE OF ATTORNEY FOR PARTY IN WHOSE BEHALF THE WITNESS IS REQUIRED TO APPEAR

8606



Oregon State
Museum of Anthropology
College of Arts and Sciences
UNIVERSITY OF OREGON
Eugene, Oregon 97403

503/686-3034

~~MARY~~ MAXINE - file

Becky xc Lake ESA EA Loc

July 12, 1979

I have discussed with Rick! We will have a meeting with Loretta when the mapping is ready! Pete

Mr. Pieter Dykman
Environmental Section, Highway Division
Oregon State Department of Transportation
416 Transportation Building
Salem, Oregon 97310

Dear Mr. Dykman:

The site explorations (Phase II) for the Pikes Ranch-Valley Falls Section, South Unit, of the Lakeview-Burns Highway (US 395) in Lake County were completed on June 29, 1979, by Dr. Richard M. Pettigrew, Research Associate and Survey Archaeologist for Highways, Oregon State Museum of Anthropology (OSMA), with the help of nine student field assistants.

Twelve of the archaeological sites located in the prior archaeological survey of the project area were tested by limited excavations, and all obvious surficial features such as house depressions, stone alignments, petroglyphs, and pictographs, were mapped. With few exceptions, our investigations were limited to the area within approximately 50 meters of the proposed roadway. The sites investigated were 35 LK 534 through 539, and LK 541 through 546.

A total of 145 auger holes (25 cm in diameter) and ten one-meter square test pits were excavated, and 109 potential house depressions, 43 stone rings, and 60 petroglyph/pictograph boulders were located, as well as a number of historic features, such as rock fences, and an old roadway. A large amount of stone artifacts and flaked and ground stone debris was obtained from the excavations, as was expected. The collection is being sorted and labeled in the lab, the map data are being plotted now. Analysis is far from complete, but it is clear that the data are similar to that collected in the North Unit two years ago. The sites were probably inhabited sometime between 4000 and 1000 years ago, at a time when the lake level was higher, and the water fresher, than at present.

As a result of our work we now know that it is possible to directly date the latest episode of high water level in the lake. One of our test pits revealed a layer of lakebottom silt directly beneath a

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8606

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Museum of Anthropology
College of Arts and Sciences
UNIVERSITY OF OREGON
Eugene, Oregon 97403

503/686-3034

~~MARY~~ MARINE - file

Becky
xc Lake
ESA
EA
Loc

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As a result of our work we now know that it is possible to directly date the latest episode of high water level in the lake. One of our test pits revealed a layer of lakebottom silt directly beneath a

an equal opportunity [illegible]

cultural deposit; in that lakebottom silt was a dense concentration of freshwater clam and snail shells of kinds that have been recovered from cultural deposits in other test pits at the lake. It would easily be possible to collect a large enough sample of the shells from the lakebed deposit to obtain a radiocarbon date relating to the time when the lake was that high and, by inference, when parts of the sites were occupied.

Another important development from our work is that a small but significant cultural deposit was found deep in beach gravels well above the present lake elevation at at least two sites, offering evidence of occupation of the shore before the last major rise in lake level.

These new findings are additional evidence supporting the assessment of high significance for the Lake Abert sites. There is no question that the project area is eligible for nomination to the National Register of Historic Places; we intend to nominate that portion of the project area where the sites are located to the National Register, a procedure required by federal law before construction can begin. The nomination, done in coordination with the Bureau of Land Management, will be as an extension of the existing East Lake Abert Archaeological District, nominated and placed on the Register after the Phase II explorations in the North Unit two years ago.

It is clear that portions of the archaeological sites located alongside the existing highway in the project area will be adversely affected by construction as planned. We recommend that the proposed alignment be examined to see if realignment is possible to minimize the impact on the sites; that, in those areas where impact is unavoidable, the impact be mitigated by a combination of archaeological salvage excavation and protection by relatively soft fill materials; that highway turn-out areas be located so as not to facilitate looting of the archaeological sites by passers-by; that contractors be provided with parking and storage locations away from archaeological sites; and that contractors and workers be strictly forbidden from collecting artifacts and digging in unauthorized areas.

As soon as our map data are plotted we will be able to estimate how much of each site will be affected by the planned construction. An estimate of the cost of salvage excavation (Phase III) will be made after consultations with the resident engineer for the project, Wayne Cobine. It is probable that a proposed budget for Phase III will not be ready for at least a month.

A more complete report of the survey and test excavations in the South Unit will be forthcoming.

Yours sincerely,

Richard M. Pettigrew
Survey Archaeologist
for Highways

Don E. Dumond
Director

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6-21-79

2606

FEDERAL AID PROJECT NO.	-19-001(1)
STATE PROJECT NO.	See below
FROM: G. L. Green, Division Administrator, Salem, Oregon	PROGRAM NO.
	ITEM NO. RS-75
	COUNTY NAME: Lake
	PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

6-22 orig 7d

RECEIVED
STATE HWY ENGR
JUN 22'79
REFER TO, Maclean
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	5-16-79	Secondary 19-001	Primary 49

GENERAL LOCATION:
Abert Lake Section

GENERAL DESCRIPTION OF WORK:
Archelogical Salvage - Phase ~~III~~ II

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 6-1-79 this will confirm the advance authorization date of May 16, 1979, by Mr. D. Carter to proceed with Phase II Site exploration, Archeological Salvage at a TEC of $18,000 with Federal participation limited to $15,444.

A signed copy of agreement is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-20-79	G. L. Hosmer	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-818

8606

9

DEPARTMENT OF TRANSPORTATION

Oregon State Highway Division

Victor Atiyeh
GOVERNOR

June 13, 1979

RECEIVED
STATE HWY ENGR
JUN 14 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Babler Bros. Incorporated
Post Office Box 02008
4716 S.E. Milwaukie
Portland, OR 97202

Gentlemen:

Re: S. Baker Int.-Encina Interchange
Contract No. 8527
N. Unit, Lake Abert-Valley Falls
Contract No. 8606
Reductions in Price for State's Acceptance
of Nonspecification A.C. Mixtures

Following are the findings of our review of test results and the basis for reductions in price requested at the December 4, 1978 meeting with Gale Schwiesow and Truman Bishop.

The reduction in prices recommended by our Engineer of Materials for the S. Baker-Encina Interchange project were based on the findings obtained from a 1976 investigation of Baker area gravels. Various types of pavement deterioration on projects requiring extraordinary maintenance and/or construction overlays within 50% of their design life caused this investigation to be made.

In reviewing the records of 12 paving projects constructed between 1967 and 1976 a correlation between the percent passing #10 sieve gradation and service life was evident.

For the dense graded Class "B" and "C" mixtures nearly 100% design life was obtained on those projects with 24% or less passing the #10 sieve while those with 45% passing the #10 sieve required replacement at 40% of their design life. Loss in service life was further reduced when the percent passing #200 exceeded specification limits.

For the open graded "Class E" mixtures, it was found the design properties were retained at the 15% passing #10 sieve. The reduction in service life increased to a total loss in design serviceability when the passing #10 sieve reached the 30% level. These reductions are illustrated by the attached graph.

The tests on Baker gravel aggregates indicated they have a plastic non-durable coating which results in poor asphalt-aggregate adhesion and reduced mix cohesion. Trial mixes using our standard specification gradations were found to result in unusually low void contents which prevented an adequate asphalt film thickness necessary to obtain the design level of durability.

Sufficient asphalt film thickness and void contents were obtained, however, on trial mixes using the 24% and 15% passing #10 sieve limitations.

These findings resulted in the modifications contained in the special provisions for this project which included:

1. Scalping on 3/4" screen to provide 100% crushed course and fine aggregates.
2. Requiring the materials passing the #200 sieve to comply with plastic index requirements.
3. Removal of the plastic nondurable coating per the dust coating requirement.
4. Reducing the broad band percentages for passing the #10 sieve from the 21-41% to 16-24% for the "Class C" mixture and the percentage passing #200 from 2-7% to 2-6%.

The standard requirements for the Class "E" mixture, with its reduced 5 to 15% passing #10 gradation, was specified.

Of the 17,126.6 tons of Class "C" mix incorporated into this project, 8,715.18 tons (51%) did not comply with the specified gradations; 6,200 tons (72%) of this non-spec mixture did not comply with the specified broad band limits for the passing #10 and/or passing #200 sieves which our investigation determined necessary to obtain the desired service life using these gravels. The deviations indicated by the field test results were confirmed by the cores cut from the roadway.

In view of the extreme variation from the specification limits and the excessive quantities of material considered beyond substantial compliance, twice our normal reduction in price for acceptance of the nonspecification material was recommended by Jim Wilson. This reduction amounted to a total of $4,051.20 or an average of $0 465/ton of nonspecification Class "C" mixture. For the 6,200 tons of mix which did not comply with the broad band limits, the reduction ranged between $0.01/ton and $2.09/ton and averaged $0.50/ton.

Using the loss in service life basis (40% service life at 45% passing #10 and 100% service life at 24% passing #10) the reduction in price would amount to a total of $6,541.63 or an average of $0.75/ton. The reduction in service life varies between 3% to 28.6% for an average of 12.6% for the 6,200 tons of Class "C" which did not comply with the broad band limits. This reduction would range between $0.01/ton to $3.73/ton for an average of $0.93/ton. With the indicated loss in service life, the assessment of twice our standard guideline procedure is certainly conservative.

There were 18,888.8 tons of Class "E" mix incorporated into this project of which 14,604.4 tons (77%) did not comply with the specifications.

A 25% reduction in price, based on the total cost of mixture including the asphalt and cement in the mixture, was recommended by Jim Wilson for the 6,312.3 tons placed on October 3, 11 and 12. The percent passing #10 sieve ranged from a low of 13% to a high of 30% and averaged 24.2% for the material produced those three days. The reduction in price for this material amounted to $3.45/ton for a total of $21,763.30.

Based on the loss in service life (0% at 15% pass #10 sieve and 100% at 30% pass #10 sieve) the reduction for these three days would amount to $42,818.54 for an average of $6.78/ton. The reduction in service life ranged between 0% to 100% and averaged 48.7%. The average for materials produced October 3 was a reduction of 27.3% for $3.81/ton. Materials produced October 11 had an average reduction of 83.3% for $11.60/ton. Those produced October 12 averaged 61.4% reduction in service life for $8.55/ton.

A 10% reduction in price was recommended by Jim Wilson for the 3,612 tons of Class "E" mix produced on October 17-18, 1977. This reduction amounted to $5,047.17 for an average of $1.40/ton.

The pass #10 sieve for those two days ranged between 15% and 18%. The reduction in service life varied between 0% and 20% with an average of 10.9%. Based on this loss in service life the reduction in price would be $5,473.82 for an average of $1.51/ton.

The 4,680 tons of non-spec materials produced on October 4, 5, 6 and 14 was reduced in price in accordance with our standard procedure. This amounted to $795.28 for an average of $0.17/ton.

The attached summary for the reduction in prices for the acceptance of the non-spec Class "C" and Class "E" mixtures based on the calculated loss of service life emphasizes how conservative the assessed reductions are. They only amount to 56% of the amounts based on loss of service life.

Gale Schwiesow questioned our basing the reduction-in-price for the non-spec Class "E" mixture on the total cost of the mixture including its asphalt and cement content. There are two reasons for this - (1) The total cost to us includes the asphalt and cement that represents our replacement cost, (2) The asphalt content is one of the most critical constituents of the mixture - regardless of whether the asphalt complies with specifications. If the asphalt per se did not comply with specifications, there would be an additional reduction-in-price.

The review of the field and laboratory test results and specification limits on the N. Unit, Lake Abert-Valley Falls project has been completed as requested.

The variation between the 12 laboratory check test results and field tests on the passing #200 sieve averages a minus 0.4%. Applying this correction to the nine test results for which a reduction was made would reduce the reduction in price by $113.75.

The field made a mathematical error computing the tolerances allowed for the passing ¼" sieve. The tolerances used were 52-63% instead of the 52-64% which should have been used. Making this correction as requested, 2 test results would be affected which would decrease the reduction in price by $48.02. Including the $113.75 reduction for correction to the passing #200 sieve, the total decrease in the reduction-in-price would be $161.77. This would decrease the amount on Price Agreement No. 7, submitted for your signature, from $6,055.42 to $5,893.65. A tabulation of affected tests is attached.

Gale's request that payment be made for the 640 tons of A.C. required to level up the panel adjacent to the rejected non spec material is denied. It was by your instructions that the questionable non-spec material was paved over. This was done despite the Resident Engineer's instructions not to do so. In doing so, you eliminated your alternative of removing and replacing the layer of non-spec material. Had the alternate method been followed, the additional 640 tons of A.C. would not have been required.

Our review indicates we were very conservative in our determinations of the reductions-in-price for acceptance of the nonspecification materials produced by you for these two projects. Other than decreasing Price Agreement No. 7 by $161.77, no other action is considered justified. Should you have any further questions regarding this matter, please contact us.

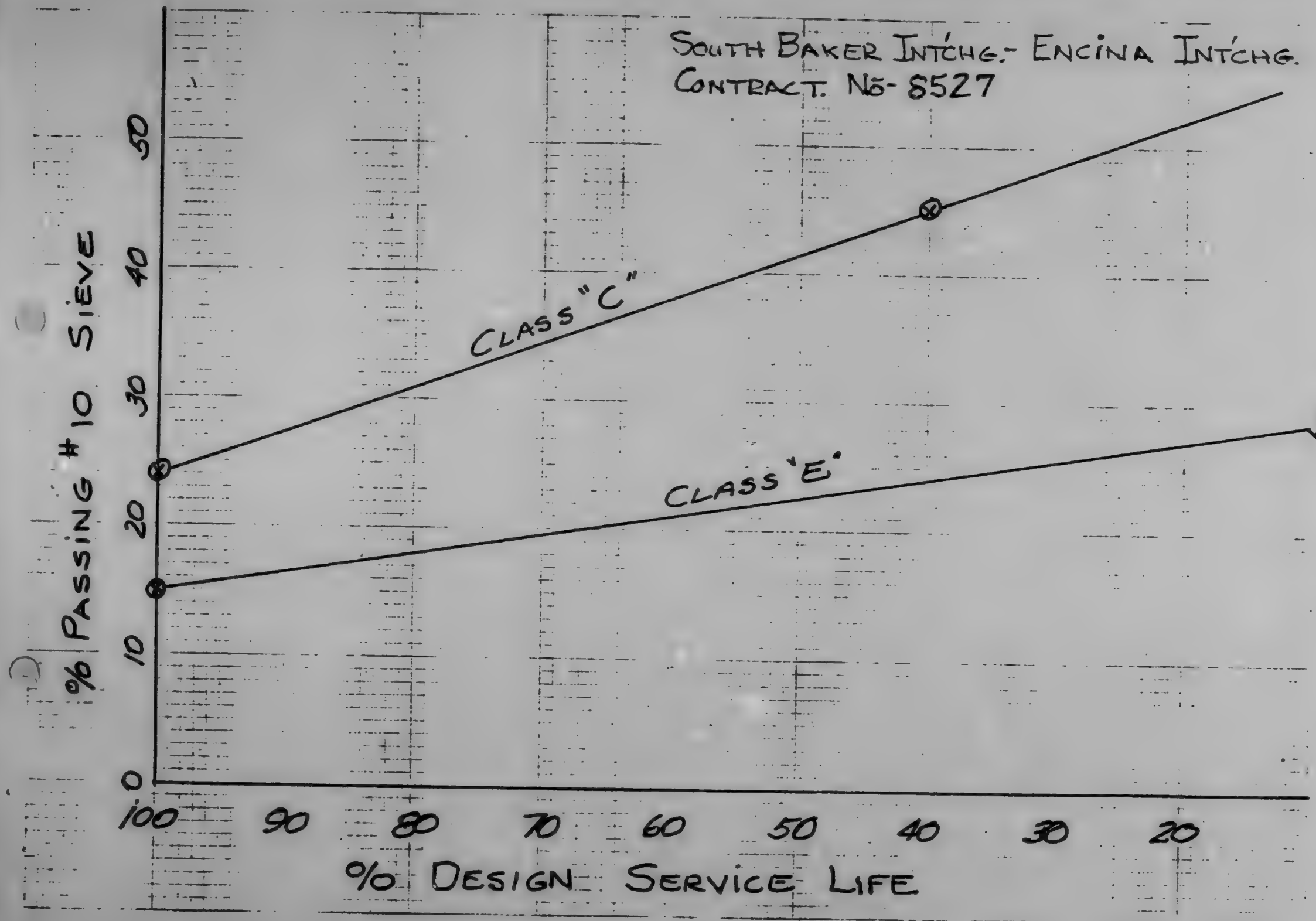
Very truly yours,

C. T. Keasey
Assistant State Highway Engineer

MDG:fr
Attachments

bc: H. S. Coulter
John Jenkins
W. E. Schwartz
Dale Allen
Joe Schlieski
Wayne Cobine
Test Files (2)

SOUTH BAKER INTCHG.- ENCINA INTCHG.
CONTRACT. NO- 8527



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Form 81-734-2040X

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET ..... OF ..... SHEETS

N. Unit, Lake Abert - Valley Falls
Contract No. 8606
Corrections to A.C. Reduction in Price

			Tons	Aggregate		Revisions				Net	Chg.
Date	Test No.	%	Mix	% in	Tons in	% Pass	Tons Pass	% Pass	Tons Pass		
1978		Asphalt	Used	Mix	Mix	¼"	¼"	#200	#200	%	Tons
5-8	25	6.96	717.99	93.04	668.02	-1.0	6.68	-0.4	-2.67	-1.4	- 9.35
	26	"	19.42	93.04	18.07	-1.0	0.18	-0.4	-0.07	-1.4	- 0.25
5-9	28	6.47	378.58	93.53	354.09	-	-	-0.1	-0.35	-0.1	- 0.35
	30	"	1,215.78	93.53	1,137.12	-	-	-0.3	-3.41	-0.3	- 3.41
5-10	31	6.72	126.47	93.28	117.97	-	-	-0.3	-0.35	-0.3	- 0.35
5-15	46-C	6.39	1,432.39	93.61	1,340.86	-	-	-0.2	-2.68	-0.2	- 2.68
5-30	66	6.60	527.17	93.40	492.38	-	-	-0.4	-1.97	-0.4	- 1.97
5-31	69	6.30	478.57	93.70	448.32	-	-	-0.4	-1.79	-0.4	- 1.79
	70	"	789.32	93.70	739.59	-	-	-0.4	-2.96	-0.4	- 2.96
					Totals	-2%	6.86	-2.9%	-16.25	-4.9%	-23.11

	-	6.86 Tons @ $7.00/ton =	$ 48.02	Correction % Pass ¼"
	-	16.25 Tons @ $7.00/ton =	$113.75	" % Pass #200
Total	Net -	23.11 Tons @ $7.00/ton =	$161.77	Total Correction

Form 734-3049 (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

TABULATION SHEET

SHEET ..... OF ..... SHEETS

CLASS "E" Mix

S. Baker Int.-Encina Interchange
Contract No. 8527

BASED ON LOSS OF DESIGN LIFE						PRICE AGREEMENT NO. 10		
DATE 1977	Range % Loss in Serv. Life	Average % Loss Serv. Life	Tons Accepted	Reduction in Price	Average Cost/Ton Reduction	Recommended Reduction	Reduction in Price	Average Cost/Ton Reduction
10-3	0-40%	27.3%	2,860.74	$10,886.40	$ 3.81	25%	$ 9,863.10	$ 3.45
10-11	73.3-93.3%	83.3	795.12	9,220.56	11.60	"	2,741.37	3.45
10-12	20-100%	61.4	2,656.47	22,711.58	8.55	"	9,158.82	3.45
	Sub-Total		6,312.33	$42,818.54	$ 6.78		$21,763.30	$ 3.45
10-17	6.7-20%	13.6%	2,700.73	$ 5,098.58	$ 1.89	10%	$ 3,773.83	$ 1.40
10-18	0-6.7%	3.0%	911.26	375.24	0.41	"	1,273.34	1.40
	Sub-Total		3,611.99	$ 5,473.82	$ 1.51		$ 5,047.17	$ 1.40
10-4, 5, 6 & 14	None		4,680.07	$ 795.28	$ 0.17	Standard	$ 795.28	$ 0.17
Total - Class "E" Mix			14,604.39	$49,031.64	$ 3.56		$27,605.75	$ 1.89
			CLASS "C" Mix					
9-23	2.9-28.6%	13.4%	2,665	$ 4,847.20	$ 1.82	2 x Stand.	$ 1,876.32	$ 0.70
9-24	0-14.3%	5.7%	1,603	1,242.80	0.775	"	628.32	0.39
9-27	-	-	1,443.8	751.68	0.52	"	757.68	0.52
9-28	-	-	449.79	6.72	0.015	"	6.72	0.015
9-29	-	-	1,565.59	642.40	0.41	"	642.40	0.41
9-30	-	-	988	145.16	0.15	"	145.16	0.15
Total - Class "C" Mix			8,715.18	$ 7,636.86	$ 0.88		$ 4,051.20	$ 0.465
Total - Class "E" & "C"			23,319.57	$56,668.50	$ 2.43		$31,656.95	$ 1.36

Form 734-3049 (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

TABULATION SHEET

SHEET ..... OF ..... SHEETS

CLASS "E" Mix

S. Baker Int.-Encina Interchange
Contract No. 8527

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cc: State (H. S. Coulter)

8606

STATE COPY

5-27-79

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	5	Lake	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
May 29, 1979	David B. Carter, Area Engineer	TQF-FLH-1(8) & FLH-TQF-1(8)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
June 15, 1978	October 17, 1978	67 %	225 calendar work days

APPROVED EXTENSIONS	LOCATION
None	Approximately 30.6 miles north of Lakeview, in Lake County, Oregon

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NO. UNIT, LAKE ABERT - VALLEY FALLS SECTION
LAKEVIEW - BURNS HIGHWAY
LAKE COUNTY
Grading & Paving

This project provided for the widening and paving of the existing highway.

The final amount of the original contract items was $1,033,030.61. The contract bid amount was $1,068,631. This is an underrun of approximately 3.3 percent. The total project cost including engineering and all changes was $1,189,611.56. The project authorization was $1,210,872.38.

The project has been signed and striped. All participating work has been completed.

A final inspection of the project was made on July 12, 1978.

RECEIVED
STATE HWY ENGR
JUN 4 '79
REFER TO
Kasey
FOR
Init. | Insps | R/D | D/R | Sign | Act. | File

6-4 cy to

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: David B. Carter (Original Signed by D. B. Carter, Area Engr.)		SIGNATURE: G. K. Hossner (Original Signed By G. K. HOSSNER, Field Operations Engineer)	
TITLE: Area Engineer	DATE: 5-31-79	TITLE: Field Operations Engineer	DATE:

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8606

file 8

FORM 81-784-8030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 16, 1979

FILE: CON 5 #8606

FROM: M. D. Glenn
Quality Control Engineer

TO: MEMO TO FILE

SUBJECT: North Unit, Lake Abert-Valley Falls
FAP No. TQF-FLH-1(8) & FLH-TQF-1(8)
Contract No. 8606
Recomputed Price Adjustment for
Non-Spec. A.C. Mixture

Received 5/17/79

The $6,055.42 reduction in price covered by P.A. #7 for acceptance of non-specification Class "B" mixture was based on all the quantities represented by failing tests.

A recomputed amount per our March 1978 agreement with the FHWA therefore will not be necessary on this project.

MDG:fr

cc: H. S. Coulter
FHWA
Dale Allen
Wayne Cobine
Bob Church
John Jenkins
Jim Kinns - Accounting
Test File

8606

Salem, Oregon
March 21, 1979

Ms. Janet Kreft
Legal Assistant
Spears, Lubersky, Campbell & Bledsoe
800 Pacific Building
520 S.W. Yamhill Street
Portland, OR 97204

Your File 12475-1

Dear Ms. Kreft:

Under separate cover, we are mailing the information you requested re Contract #8606.

248 pages @ 5¢	$12.40
2 hrs. 15 min. labor	8.14
Postage	.97
	$21.51

Please make payment to Oregon State Highway Division, Accounting Office.

Very truly yours,

Phyllis Lannigan
Chief File Clerk

cc Accounting (Highway)

SPEARS, LUBERSKY, CAMPBELL & BLEDSOE
(DEY, HAMPSON & NELSON)
ATTORNEYS AT LAW
800 PACIFIC BUILDING
520 S.W. YAMHILL STREET
PORTLAND, OREGON 97204
TELECOPIER XEROX 410 (503) 224-0388
(503) 226-6151

FRANK H. SPEARS
WILLIAM F. LUBERSKY
GEORGE E. CAMPBELL
JOHN R. BLEDSOE
HERBERT H. ANDERSON
OGLESBY H. YOUNG
WAYNE HILLIARD
JAMES H. CLARKE
LEWIS K. SCOTT
RICHARD S. SORST
GEORGE L. WAGNER
STANLEY R. LOEB
MICHAEL G. HOLMES
GEORGE L. KIRKLIN
LEIGH D. STEPHENSON
JOHN H. DORAN
O. MEREDITH WILSON, JR.
ANTHONY J. BARKER
LAURENCE F. JANSSEN
ROBERT E. MALONEY, JR.
RICHARD C. HUNT
JOHN W. GOULD
KENNETH E. JERNSTEDT
JOHN M. BERMAN
RICHARD H. WILLIAMS
EDWIN A. HARNDEN
RICHARD F. LIEBMAN
CHARLES J. PRUITT
MARK S. DODSON

CRAIG E. IVERSON
NELSON D. ATKIN II
DAVID S. MARKOWITZ
JAMES E. BARTELS
DAVID H. WILSON, JR.
JOHN C. STEVASON
DON A. OLOWINSKI
ERIC H. CARLSON
MICHAEL J. LILLY
HAROLD C. POPE
ROBIN MARIE QUON
DONALD H. PYLE
BARRIE J. HERBOLD
JEFFREY C. WOLFSTONE
JAMES L. HILLER
LEE M. HESS
STEPHEN L. WILSON
ROBERT J VANDENBOS
CRAIG D. BACHMAN
BARRY BENNETT

March 19, 1979

12475-1
OUR FILE NO.

Ms. Phyllis Lanigan
Department of Transportation Building
Room 126
Salem, Oregon 97310

Dear Ms. Lanigan:

This law firm has been retained by Mr. John Darre and Mr. Henry Souza to investigate an accident in which they were involved, May 8, 1978. This accident occurred in connection with a repaving job on Highway 395 near Lakeview. This is referred to by the State Highway Division as contract no. 8606.

We would like to order the entire file from the Department of Transportation on this contract. I understand that it is quite voluminous and we will be billed for the photocopying and postage. Please do not hesitate to call me if you have any questions.

Very truly yours,

Janet Kreft

Janet Kreft
Legal Assistant

1606

D

January 5, 1979

East Lake Abert Archeological District
Valley Falls vicinity, Lake County

Action by the State Advisory Committee on Historic Preservation led to nomination of above property to the National Register of Historic Places.

SEE: PAR 7-4-4
East Lake Abert

#8606

November 16, 1978

Seaboard Surety Company
Seattle First National Bank Bldg.
1001 4th Avenue
Seattle, WA 98154

Gentlemen:

On October 17, 1978, we wrote to you concerning release of final payment on Contract No. 8606 awarded to Babler Bros., Inc., for work on the North Unit, Lake Abert-Valley Falls Section of the Lakeview-Burns Highway in Lake County.

The total contract amount is $1,078,096.70 including $9,417.50 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Babler Bros., Inc.
4617 S.E. Milwaukie Ave.
Portland, OR 97202

bc C. T. Keasey
Walt Hart
Dale Allen

8606

9

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 28, 1978

U.S. National Bank
Citizens Branch
P.O. Box 14729
Portland, OR 97214

Copy
8527

Attention: Don Klurz
General Loan Officer

Re: Babler Bros, Inc.

Gentlemen:

We have received safekeeping receipt 154339 for TCD 390967 for $2,000.00 maturing September 25, 1978. This replaces receipt 154303 for $36,000.00. The $34,000.00 released reduces the deposit on contract 8606 to $1,000.00.

There are no other changes in allocation at this time.

You were previously notified of the release of $1,000.00 on Contract 8527.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Babler Bros., Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

NOTED
C. W. HEAD

Form 734-3122 (Rev. 7-77)

8606

8

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon, 97701

August 28, 1978

FILE: Hwy 49

NOTED
H. S. COULTER

FROM: David S. Fenton
Region Environmentalist

TO: Gary A. Potter
Manager
Environmental Section

SUBJECT: Missing Petroglyph
North Unit, Lake Abert-Valley Falls
Section
Lakeview-Burns Highway
Lake County

Enclosed are two items that should nearly complete your file on this incident.

First are some pictures of the site, taken by Wayne Cobine before the petroglyph was returned.

Second is a letter from the District Manager of the Lakeview BLM Office. He states in essence that the incident is closed as far as he is concerned. He also encloses a copy of their news release as it got printed.

RECEIVED
ENVIRONMENTAL SECTION
AUG 29 1978

Referred to Manager GaP
Proj. Coord. ____ Res. Coord. ____
Eng. Coord. ____ Adm. Asst. ____
Max ____
file ____
Copies Schroeder
Coulter

DSF:pw
Enclosed

RECEIVED
STATE HWY ENGR
AUG 29 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

IN REPLY REFER TO

6230

United States Department of the Interior

BUREAU OF LAND MANAGEMENT
P. O. Box 151
Lakeview, Oregon 97630

August 10, 1978

David Fenton
Department of Transportation
Highway Division, Region 4
P. O. Box 1249
Bend, Oregon 97701

Dear David:

Thank you for your prompt and concerned action regarding the recent removal of the Lake Abert petroglyph. I feel that the actions taken by the State Highway Department are adequate under the circumstances. I feel that there is no need to proceed further with this matter.

Enclosed for your information is a copy of our news release on the disappearance.

Sincerely yours,

Richard A. Gerity
District Manager

Enclosure: Copy News Release from
Lake County Examiner

ROE RE RCE (PLA) FAE
RTE RECEIVED GEO
RUE AUG 11 1978 RWE
RSO REGION 4 RBE
ASSIGNED

Abert Indian petroglyph stolen

A basalt boulder bearing Indian petroglyphs, located near the State Highway Abert Rim geological marker, was stolen sometime between June 27 and July 13, and has recently been recovered and returned to its place.

The BLM, which manages the land upon which the boulder sits, is continuing to investigate the incident.

Evidence indicates that the boulder was pried out of the ground and lifted to a vehicle parked on the shoulder of the road the BLM reports. This particular boulder has been registered with the National Register of Historical Sites, established by the Federal government with the passage of the National Historic Preservation Act of 1966.

This site, first studied by archeologists in 1932, has been a local attraction for many years. Thousands of travelers stopping at the geological marker had the opportunity to view the petroglyph.

Such sites are fragile and irreplacable if destroyed, said Bill Cannon of the Lakeview BLM. Once gone, they cannot be replaced. The theft or destruction by one person denies the rest of the public and future generations their right to enjoy such a site. Because of this, the Federal government passed the Antiquity Act in 1906 making it a Federal offense to remove or destroy objects of archeological or historic value.

This removal or destruction is further prohibited by the 1976 Federal Land Policy Management Act, theft or destruction of government property laws, and Oregon state laws for the protection of archeological sites. Investigation of the theft may include Oregon State Historic Preservation Office, Oregon State Police, Federal Bureau of Investigation, and the Bureau of Land Management Special Investigator.

This boulder is a dark brown basalt rock, about two feet by two feet by five feet in size and has four or five circular designs carved into one surface. Persons having any information as to the person or persons who removed the petroglyph should contact one of the following BLM persons: Art Gerity, District Manager; Ken Boyer, Chief of Resource Management; Bill Cannon, Archeologist at the Lakeview District Office, Bureau of Land Management, 1000 South 9th Street, P.O. Box 151, Lakeview, Oregon 97630, phone 947-2177.

Radio operator tests scheduled

Examinations for all classes of Commercial and Amateur Extra, Advanced, General and Technician Class radio operator licenses will be conducted in Medford on September 12 and 13.

Application forms FCC 756 and 756-B, for commercial operator authorizations, and Form FCC 610 for Amateur operator applicants, will be supplied upon request to the Federal Communications Commission, 1782 Federal Office Building, 1220 SW Third, Portland, OR 97204.

Legislative Review

Meat import act would affect County

Justice Court

AUGUST 1

Lakeview Lumber Products for Robert C. Lewis, Lakeview; overload, $17.

Gary D. Brown, Adel; speeding, $17.

T.A. Lawson and Sons for George R. Thompson, New Pine Creek; overload, $17.

T.A. Lawson and Sons for Robert P. Johnson, Lakeview; overload, $58.

T.A. Lawson and Sons for Hollis Griffin, Lakeview; overload, $17.

Otis Rauls, San Francisco; speeding, $17.

James R. Hayes, Central Valley, California; allowing unlicensed juvenile to operate vehicle, $22.

AUGUST 3

Reservation Ranch for Robet S. Rolfe, Kerby, Oregon; overload, $75.

Newman Enter
Cahill, Adel; ov
AUGUST 7
Carroll McCa
$17.
Bobby G. Ba
speeding, $27.

Munic

AUGUST 2
Reginald W. I
to yield righ
John Paul M
container, $27.
AUGUST
Ed Dwinell,
fluence of intox
AUGUST 7
John R. Spri
under influence

LAKEVIEW SI
INVENTORY
CLEARANCE
SALE
Mounting and Balan
Advertised Sal
Valid Thru We
August 16th.

8606

8

ROBERT W. STRAUB

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 23, 1978

U.S. National Bank
Citizens Branch
P.O. Box 14729
Portland, OR 97214

Attention: Don Klurz
General Loan Officer

Re: Babler Bros., Inc.
Contract 8606

Gentlemen:

Retainage requirements on this project have been reduced to $1,000.00. There presently is $35,000.00 in securities deposited in lieu of retainage. $34,000.00 may be released or transferred to another project.

Please notify this office as to the disposition on the excess deposit.

In addition the cash retainage that is currently being held will be released with the current contract payment that is in process.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Babler Bros., Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

NOTED
C. W. HEAD

Form 734-3122 (Rev. 7-77)

8606

49

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
August 9, 1978

Duane O. Christensen
Final Design Engineer

Wayne Cobine
Resident Engineer

N. Unit, Lake Abert-Valley Falls
Lakeview-Burns Highway
Lake County

This project was originally surveyed and submitted to the Design Section as a completely independent alignment and profile.

Shortly after the submittal of this project it was determined by the Environmental people that this project was in an archeological area. Because of this our design was downgraded from a completely independent alignment and profile to overlaying the existing pavement and trying to keep construction within the old roadway slopes.

Not knowing exactly where these archeological items were, we allowed the resident engineer some latitude in constructing this project. For instance, centerline was variable from 0'-4' left of the existing centerline; gabion walls were shown in some areas; an asphalt curb was shown on the right side in some areas.

In the construction process the resident wisely chose to hold the centerline at 4' left and eliminated the gabion walls and the drainage curb.

I can concur with the resident's comment regarding the difficulty in constructing this type of project; however, the restrictions on this job was dictated to us by the Environmental Section and the State Archeologist and we had no alternative but to follow their directives.

LKW:ab
cc: C. T. Keasey
Dale Allen

Art
Paul
D.B.

Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan JWS
Scott
Savage

RECEIVED
AUG 09 1978
ENGINEERING SECTION

Trout R

Do Not File ☐
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REFERRED TO
Beard Moudenmayer
Cole Semple
Friksen Watson
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BY FINAL DESIGN ENGINEER

Prep Letter of response Doc

Versteeg
Christensen
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Scott
Savage

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JUL 25 1978
ENGINEERING SECTION

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North Unit, Lake Abert - Valley Falls
Lakeview - Burns Highway
Lake County
Contract No.: 8606
Prefix No.: 19-1055

NARRATIVE REPORT

On October 17, 1977, the Oregon Department of Transportation (Highway Division) awarded the Contract to Babler Bros. Inc., for the grading and paving on the above mentioned section for $1,068,631.00. With the additions of anticipated items, contingencies, and engineering, the total project authorization was $1,210,872.38.

The prime Contractor sublet portions of the work to other Contractors as:

L.V. Anderson & Sons Inc. - Crushing of Aggregates.

Husky Fence Co. - Guard Rail & Guide Posts.

The total amount sub-contracted was $247,088.00 or 23.12 percent of the contract amount.

The grading work commenced on November 2, 1977, when they began clearing and pioneering in the embankment areas. Clearing and pioneering continued until November 14, at which time hauling and placing of embankment began. Embankment construction continued until December 16. About 99 percent of the embankment had been placed and the contractor decided to shut down for the winter, therefore dressed embankment up to the edge of the old pavement and re-placed existing guide post as temporary traffic protection by Dec. 19, before leaving project. The grading crew moved back onto the project on

March 27, 1978 and immediately began finishing the subgrade and placing the temporary shoulder aggregate to elliminate the abrupt edge at the edge of the old pavement. The grading work was completed on April 7, 1978 using a total of 37,891 Cu. Yds., a 44 percent overrun. This overrun is directly contributed to the fact that the construction centerline was offset 4 feet throughout the project, rather than intermittently as per plans. This allowed for elimination of the drainage curbs and since the gabion walls were also eliminated the increase in cost for the additional embankment was partially offset, besides eliminating future maintenance problems with the drainage curbs.

Subcontractor, L.V. Anderson & Sons began moving onto the project March 15, 1978 and immediately began preparing crusher site and developing the material source. Production of the shoulder aggregate went well and was completed on March 29. Changes were made in the crusher and began crushing the A.C. aggregate in two sizes ($\frac{3}{4}$–$\frac{1}{4}$ & $\frac{1}{4}$–0). Problems were encountered trying to produce the $\frac{1}{4}$–0 size, therefore, after several discussions and meetings, it was agreed to produce a $\frac{1}{4}$–10 and 10–0 material to a special grading design which could be blended together to make the final product. Aggregate production continued fairly steadily until June 1, the same day as the paving was completed.

The paving on this project had ups and downs as could have been expected due to the generally poor stockpiling procedure used by the crushing subcontractor. However, paving began on April 24, starting on the left side, southerly end of the project using a wire grade line for control. On the first pass through the project we were attempting to place the 4-inch shoulder mat plus any leveling towards centerline. This method appeared to work pretty good except for areas where the patching or leveling was nil because of reverse supers in the old roadbed. Paving was proceeding fairly well with some problems with the passing 10 material being outside the specs. off and on. In an attempt to correct the problem the contractor changed cold feed bins around, but forgot to adjust the gate opening and consequently approximately 640 tons of mixture layed on the road was rejected. Of course, this caused additional controversy and made the contractor very unhappy, however further information received from laboratory analysis indicated the material to be unsuitable as before mentioned. Meanwhile, the contractor had ignored an order by myself and my inspectors and placed another lift over the unsuitable material, but finally communications were restored and instead of removing the unsuitable material, the contractor elected to place a 2-inch mat over it and the adjacent panel. This mixture was in and out of specifications at times, primarily in my opinion, a result of stockpiling procedures and finally a

slight change in the material source and crushing. Overall, the paving looks very good and should give excellant service for many years. Paving was completed on June 1.

Guardrail and Delineators were installed by a subcontractor as before mentioned. On this project the guardrail posts were installed prior to the paving and therefore they moved onto the project twice. Work commenced on April 5, and was completed on June 15, 1978 without any major problems.

In conclusion, perhaps the most dissatisfying aspect of this project was with the limitations on the embankment work. These limitations made it almost impossible to dress the embankment slopes by normal means since no disturbance of the original ground beyond the catch point was to be made. In my opinion, the contractor did an excellant job in performing this work under these undesireable conditions. In future projects, considerations should be given to ease these restrictions, so that the slopes can be dressed properly. Final estimate cost of the project is $1,197,100.00 an underrun of 1.1 percent.

Wayne Cobine

Wayne F. Cobine
Resident Engineer

STATEMENT OF OVERRUNS & UNDERRUNS

NORTH UNIT, LAKE ABERT-VALLEY FALLS

LAKEVIEW-BURNS HIGHWAY LAKE COUNTY

CONTRACT NO. 8606 TQF-FLH-1(8) & FLH-TQF-1(8)

ITEM	ORIGINAL AMOUNT	SEMI-FINAL AMOUNT	PERCENT + OR -
Contract Bid Items	$1,068,631.00	$~~1,033,994.95~~ 1,033,106.31	- 3.3
ANTICIPATED ITEMS	7,700.00	3,539.60	- 54.0
CONTINGENCIES	48,434.90	0.00	- 100.0
ENGINEERING	86,106.48	104,500.00	+ 21.4
LIQUIDATED DAMAGES		6,055.42	
TOTAL CONTRACT COSTS	$1,210,872.38	$~~1,197,193.42~~ 1,191,137.02	- 1.6

STATEMENT OF OVERRUNS & UNDERRUNS

CONTRACT NO. 8606

tem No.	Item	Unit	Contract Amt.	Final Amt.	% Over/Under
1.	Furnish Field Lab.	Each	1	1	0.0%
2.	Mobilization	Lump Sum	100%	100%	0.0%
3.	Temporary Protection & Direction of Traffic	Lump Sum	100%	100%	0.0%
4.	Temporary Signs	Sq. Ft.	524	412	21.3% Under
	Only one set of work area signs were used by the contractor in performing the work, additional signs were not required for traffic control.				
5.	Temporary Plastic Safety Markers	Each	50	14	72.0% Under
	Traffic was controlled satisfactorily with the 14 used, plus the tubular cones.				
6.	Flagmen	Hour	1,500	1,222.50	18.5% Under
	Adequate flagpersons were used to control traffic, total project hours were not required.				
7.	Pilot Car	Hour	400	233	41.7% Under
	Pilot car was used during paving operations only, otherwise 2-way traffic was maintained.				
8.	Clearing & Grubbing	Lump Sum	100%	100%	0.0%
9.	Embankment in Place	Cu.Yd.	26,358	37,891	43.8% Over
	The construction centerline was shifted 4' throughout project instead of the variable (0-4') as per plans. The constant offset is the primary reason for overrun. As a result the drainage curbs & future maintenance problems were eliminated.				
10.	Finishing Roadbed and Slopes	Mile	8	7.98	0.2% Under
11.	Watering	M.Gal	650	425.10	34.6% Under
	The Embankment in place work was done at a time when the natural moisture content of the material was up. This reduced the required amount of watering to obtain compaction.				
12.	Structure Excavation	Cu. Yd.	218	0	100% Under
	Rock Babions were eliminated, therefore no structure excavation was required.				

STATEMENT OF OVERRUNS & UNDERRUNS

CONTRACT NO. 8606

Item No.	Item	Unit	Contract Amt.	Final Amt.	% Over, Under
13.	Aggregate Shoulders	Ton	-	-	-
	Item Deleted, see Price Agreement No. 6.				
14.	Class "B" or Class "C" Asphalt Concrete Mixture	Ton	49,200	54,737.69	11.26% Over
	See Price Agreement No. 5, which combined item #14, & #15. Combined plan quantity is 53,700 ton, used, was as shown or a 1.93% overrun only.				
15.	Class "C" Asphalt Concrete Mix. in Level.	Ton	4,500	0	100% Under
	See Price Agreement No. 5, which combined B.I. #14 & #15. All A.C. is paid under item 14, therefore combined plan quantity is 53,700, used was 54,737.69 or 1.93 percent overrun.				
16.	Asphalt Cement in Mix.	Ton	3,760	3,605.49	4.1% Under
17.	Asphalt in Tack Coat	Ton	34	39.81	17.1% Over
	Additional quantity was required to provide a desirable bond between each lift.				
18.	Rock Gabions	Cu. Yd.	332	0.0	100% Under
	Bid Item was deleted, since fill slopes, caught within original disturbed ground, therefore gabions were not required.				
19.	18-Inch Culvert Pipe	Lin. Ft.	204	320	56.9% Over
	Two new culverts were installed to correct drainage problems, and 1 18-Inch culvert as plan was really a 24-Inch pipe.				
20.	24-Inch Culvert Pipe	Lin. Ft.	50	72	44% Over
	A plan 18-Inch culvert was in reality a 24-Inch Pipe.				
21.	Guard Rail, Type 2	Lin. Ft.	9,200	9,269	0.8% Over
22.	Guard Rail, Type 2A	Lin. Ft.	1,100	1,000	9.1% Under
23.	Guard Rail Anchors, Type 1	Each	22	20	9.1% Under
24.	Rail End Pieces, Type C	Each	22	20	9.1% Under

STATEMENT OF OVERRUNS & UNDERRUNS

CONTRACT NO. 8606

tem No.	Item	Unit	Contract Amt.	Final Amt.	% Over/Under
25.	Drainage Curbs	Lin.Ft.	950	0.0	100% Under
	Since construction centerline was shifted to a constant 4 foot offset, no drainage curbs were required.				
26.	Delineators	Each	340	372	9.4% Over
A #1	On-the-Job-Trainee	Hour	1,000	158.50	84.1% Under
	A Trainee was used in the approved Craft as much as possible, but the classification was not needed for an extended period of time not allowing complete utilization of the training hours.				
1 #2	Change Construction Speed Signs		Documentation Only		
1 #3	Trench Excavation	Cu. Yd.	65	63.40	2.5% Under
1 #4	Increase Bid Item No's. 9 & 19		Documentation Only		
1 #5	Cancel Bid Item No. 15 & Increase Bid Item No. 14 by the quantity cancelled in Bid Item No. 15.		Documentation Only		
1 #6	Delete Bid Item No. 13 & add Price Agreement No. 6 (Aggregate Shoulders)	Cu.Yd.	5,240	6,476.20	23.6% Over
	The additional yardage was used to backfill the soft spots after removal on EWO #1. Plan quantity was adequate for the shoulder work.				
10 #1	Excavation of Soft Spots in Existing Highway Surface		$6,697.00	$9,417.50	40.6% Over
	The Contract did not provide for this work. The soft spots had to be removed and replaced to prevent future pavement failures. Roadway deterioration more than anticipated.				
1 #7	Penalty Assessment (Non-Spec. A.C.)	Lump Sum			

#8606

8

Department of Transportation
HIGHWAY DIVISION
Region 4
P.O. BOX 1249, BEND, OREGON 97701 PHONE 382-1911

NOTED
H. S. COULTER

August 9, 1978

R. M. Pettigrew
Archaeologist
State Museum of
Natural History
University of OR
Eugene

William Cannon
Archaeologist
District Office
Bureau of Land
Management
Lakeview

Cynthia Swanson
State Historic Preservation
Office
525 Trade St.
Salem, OR 97301

RECEIVED
STATE HWY ENGR
AUG 10 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Subject: Missing Petroglyph
Site # 35LK475
North Unit, Lake Abert-
Valley Falls Section
Lakeview-Burns Highway
Lake County

To: Interested Parties

On July 6 a Highway Division Maintenance Supervisor from Alkali Lake removed a petroglyph from the above site. On August 7 he returned it.

You are well aware of most of the actions taken by various agencies in regard to this incident. I would just like to confirm for you that the employee thought he was acting in the public interest by removing a potential roadside obstacle. He was ignorant of the value placed on the petroglyph by virtue of the site being on the National Register, though of course he recognized it had some value simply by being a petroglyph. He did not take the boulder for personal gain, and made no attempt to conceal his actions. Indeed, the petroglyph was placed in open sight in the maintenance yard. Full restitution was made as soon as the employee realized his error, and before he was discovered as the person who had removed the artifact. He then reported all his actions to his superior, in writing.

Ignorance is not an excuse in a court of law, but fortunately this case never got to court. In view of the mitigating circumstances (the intent of the employee; restitution), disciplinary action has been limited to a verbal reprimand and a short, intensive session of re-education. I have also recommended that a letter be sent from our Administration to field personnel strongly reminding them of the importance of historical and archaeological items.

The final action that I am taking is to send a press release to the Lakeview newspaper and radio station to tell them that the lost has been found. A copy of this release is attached.

I would appreciate your comments on the actions taken by the Highway Division in this incident. If you feel further actions are necessary, please tell me what they are; if not, tell me that, too. We are quite interested in getting the egg off our face.

Yours very truly,

David S. Fenton
Region Environmentalist

DSF:pw
cc: John Gunter
Wayne Cobine
Gary Potter

Enclosure

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701

FILE: Hwy 49

August 9, 1978

FROM: David S. Fenton
Region Environmentalist

TO: MEMO TO THE FILES:

SUBJECT: Missing Petroglyph
North Unit, Lake Abert-Valley Falls Section
Lakeview-Burns Highway, Lake County

A petroglyph missing from archaeological site 35LK475 for more than a month has been restored to its original location. The sequence of events leading to its disappearance and reappearance is reconstructed below.

* July 6 - Richard Stoeckel, Maintenance Supervisor, Alkali Lake, removed the petroglyph (inscribed on a medium-sized boulder) from its location adjacent to the highway and placed it in the maintenance yard at Alkali Lake. The action was taken, according to Stoekel, to remove a potential hazard.

* July 13 - R. M. Pettigrew, Survey Archaeologist for Highways, Oregon State Museum of Anthropology, discovered that the petroglyph was missing. Mr. Pettigrew is team leader of the archaeological survey team that has been working on this project.

* Upon return to his office, Mr. Pettigrew called the Environmental Section of the Highway Division to initiate investigative action. He sent a follow-up letter on July 24 with a full report and a Petroglyph Record Sheet.

* As soon as the Environmental Section was informed of the incident, they called me. I also received a copy of Mr. Pettigrew's letter. I called Wayne Cobine, Resident Engineer for the Lake Abert project, and requested that he initiate action to (1) determine when the petroglyph was last observed in place, to narrow down the date of disappearance, and (2) to try and find out if the contractor might have cleared the boulder from the shoulder and sumped it somewhere further off the shoulder.

* July 26 - I sent Wayne Cobine a follow-up letter to our phone conversation and included a copy of R. M. Pettigrew's report.

* August 3 - Wayne sent me a letter stating that the petroglyph was observed in place on June 27. June 8 was the last day the contractor did any shoulder dressing, so he was pretty well absolved. Wayne had contacted his crew and the District Engineer, John Gunter. We seemed to be temporarily out of leads.

* (During the above time period the Environmental Section was in continuous contact with the State Historic Preservation Office. They also contacted the BLM district office in Lakeview, who initiated an investigation. A complete record of these actions will have to come from the agencies involved.)

Missing Petroglyph

* August 7 - Richard Stoeckel, hearing of the upset that the missing petroglyph had caused, replaced said petroglyph. He sent a note to Wayne Cobine outlining his actions.

* August 8 - Wayne Cobine called me; I called the Environmental Section and the BLM; the Environmental Section called the State Historic Preservation Office and the Museum of Natural History.

Mr Stoeckel removed the petroglyph in the interest of the travelling public, not for personal gain, and in ignorance of its value as an artifact from a site nominated to the National Register of Historic Places. He replaced the petroglyph as soon as he found out his error. He has been firmly reminded by his District Engineer of the Highway Division's policy concerning items of historical or archaeological value. We consider the incident closed.

The only action I can recommend to prevent similar incidents in the future is a letter from the Administration to Region Engineers to remind all field personnel of how seriously we must treat historical and archaeological items. That shouldn't be necessary - but the above incident should never have happened, either.

DSF:pw
cc: John Gunter
Wayne Cobine
Gary Potter

TO: WAYNE COBINE

SUBJECT: MISSING PETROGLYPH

FROM: RICHARD B. STOECKEL

ON OR ABOUT JULY 6th, I REMOVED THE ABOVE OBJECT FROM THE SIDE OF THE ROAD. THE REASON FOR REMOVING SAID ROCK IS I BELIEVED IT TO BE TOO CLOSE TO THE HIGHWAY AND COULD BE RUN INTO EASILY. RATHER THAN HAVING IT POSSIBLY MARKED UP OR STOLEN, IT WAS MOVED TO THE HIGHWAY SHOPS IN ALKALI LAKE. UPON LEARNING OF THE DISRUPTION THIS WAS CAUSING, I THEN HAD THE ROCK RETURNED ON AUGUST 7th, 1978.

RICHARD B. STOECKEL
Supervisor
Alkali Lake

#8616

DARY

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Branch
525 TRADE STREET S.E., SALEM, OREGON 97310

NOTED
E. S. HUNTER

August 1, 1978

RECEIVED
TECHNICAL SERVICES
AUG 8 '78
REFER TO

Major Matson
Criminal Division
Oregon State Police
Public Service Building
Salem, OR 97310

RE: Lake Abert Petroglyph Site.

Dear Major Matson:

This letter is to notify you that one of the boulders containing numerous petroglyphs, rock paintings, which was included in the Lake Abert Petroglyph Site, 35-LK-475 has been stolen from it's location along the Lakeview-Burns Highway 395, Lake County.

This property was entered on the National Register of Historic Places on November 20, 1974.

The exact location of the site is as follows; SE 1/4 SE 1/4 sec. 25, Township 34 South, Range 21 East. See enclosed map for reference to highway marks. This boulder is denoted as the closest "x" to the highway in site 35 LK 475. It is at Highway Station 491.

Rick Pettigrew, Highway Archeologist, reports that on July 13, 1978 while conducting a survey in a nearby area he discovered that the boulder was missing. See enclosed letter of July 24, 1978 for details.

This land is administered by the Lakeview Bureau of Land Management, and is also Oregon State Highway Right-of-Way.

The following is a list of contact persons involved;
Marvin D. LeNoue, District Manager, Lakeview BLM 947-2177
William Cannon, BLM Archeologist, Lakeview " "
Jack Witherspoon, Regional Archeologist, BLM Portland
234-3361 ext.4121

Rick Pettigrew, Highway Archeologist, U. of O. 686-5130
David Cole, Principal Investigator, Museum of Natural History
686-5120

David Fenton, Regional Environmentalist, DOT 382-1911
Wayne Cobine, Resident Engineer, Lakeview, Highways
947-2305

State Historic Preservation Office

Cynthia R. Swanson, Archeologist	378-6858
David Powers, III, Program Manager	378-5002
David Talbot, State Historic Pres. Officer	378-5019

These people can all be contacted for further information. We suggest you contact Rick Pettigrew for a detailed descriptien of the boulder and it's petroglyghs.

We hope that an immediate effort to recover the petroglyphs will be instigated and that violators will be prosecuted under the full extent of the law.

Please feel free to contact us at any time during the investigation. Thank you for your cooperation.

Sincerely,

Cynthia R. Swanson

Cynthia R. Swanson
Preservation Archeologist
SHPO

CS

enclosures.

cc: Maxine Banks, Highway Environmental
Rick Pettigrew, U. of O.
Jack Witherspoon, BLM
William LeNoue, BLM

#8606

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

August 1, 1978

Salem, OR 97310

FROM: Pieter T. Dykman, Research Coordinator
Environmental Section

SUBJECT: Archaeology Needs
Pikes Ranch-Valley Falls (South Unit)
Lakeview-Burns Highway
Lake County

TO: Memo to File

1. Archaeologic recon. work was done in 1977. Fifteen sites were discovered of which twelve will need testing to determine their significance. In January, the OSMA proposed a budget of $16,800.00 for this Phase II work. The size of the budget figure promoted a discussion with location on the status of work for this project.

2. As of July 31, a decision has not been reached on the scope of work on this project. It could vary from 26 feet of pavement upward. The amount of archaeology work (Phase II and III) could vary significantly, depending on the decision on scope. George Wills is currently pursuing a decision on this matter.

3. This project has been postponed for a period of time. FLH funds for fiscal 1979 will not be programmed for this job. The contract date at this point appears to be no earlier than October 1979 (fiscal 1980).

4. I am consequently advising the OSMA staff that we will probably not ask for further work on this project until the spring of 1979. This should allow sufficient time for the project to "gel" and still allow adequate time for Phase II and III archaeology.

PTD:lb

cc: Location
Gary A. Potter ✓

NOTED
E. S. HUNTER

send cc: Hunter ✓
this to file

RECEIVED
TECHNICAL SERVICES
AUG 2'78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Apt | File

8606

FORM 81-752-8804

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N. Unit, Lake Abert–Valley Falls		WEEK ENDING: July 8, 1978
		SECTION PREFIX: 19–1055
HIGHWAY: Lakeview – Burns		COUNTY: Lake
NAME OF JOB: North Unit, Lake Abert–Valley Falls	KIND OF WORK: Grading & Paving	
CONTRACTOR: Babler Bros, Inc.	CONTRACT NUMBER: 8606	FEDERAL AID PROJECT NUMBER: TQF-FLH-1(8) & FLH-TQF-1(8)
DATE OF CONTRACT: October 17, 1977	DATE WORK STARTED: November 2, 1977	ESTIMATED COMPLETION DATE: June 15, 1978
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: – SUPERVISION: –	SPECIFIED WORK DAYS: work SPECIFIED CALENDAR DAYS: 225	WORK DAYS USED: work CALENDAR DAYS USED: 152
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 68
PROJECT AUTHORIZATION: $1,210,872.38		
EXCLUSIVE OF ENGINEERING: $1,124,765.90	ENGINEERING AUTHORIZATION: $ 86,106.48	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,090,000.00	ENGINEERING COST TO DATE: $ 103,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 3.1%	PERCENT OF AUTHORIZATION 119%	DATE PROJECT WAS COMPLETED: June 15, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	8.0	8.0			8.0
MILES PARTIALLY COMPLETED	8.0	8.0			8.0
MILES COMPLETED	8.0	8.0			8.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	26,358	5,240			53,700
TOTAL QUANTITIES CORRECTED TO DATE	37,871	6,476			54,738
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	37,871	6,476			54,738
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
JUL 10 1978
CONSTRUCTION
BRANCH

Keesey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project was completed on June 15, 1978. The contractor still has project signs to remove.

Semi-final to be submitted to Region office July 10, 1978.

SIGNED Wayne F. Cobine LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

8606 -

8

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

May 25, 1978

FILE:

FROM: John C. Jenkins
Engineer of Materials & Research

SUBJECT: Problem A/C Pavement
N. Unit - Lake Abert-Valley Falls
Contract 8606

TO: Memo to the File

Laboratory reports 78-6753 through 6756 cover the analysis of a 2-inch lift of Class "B" base asphalt concrete placed on the lake side lane of the subject project. In some places this lift was placed directly over the original pavement; in other places it is placed over up to 4 inches of a leveling and widening lift.

The reports show the quality of this 2-inch lift to be variable with the best material at one end (Station 555+50) to have a value less than specified, and at the poorest end (Sta. 581+00) to have an extremely low value.

A 3 layer computer analysis at Oregon State University of the effect of the low stability lift on the pavement structure showed the following:

1. If the low stability lift is covered with only the originally specified 4 inches additional A/C, deflections in the pavement surface will be so great (.028) that the pavement will fail by fatigue within a year or less. This failure would undoubtedly be accompanied by excessive rutting in wheel tracks.

2. If the low stability lift is covered with the originally specified 4 inches of A/C, plus an additional 2 inches, total 6 inches, the original anticipated design life of 10 years would be attainable, and pavement surface deflections would be .019 inches as designed. The stress at the interface of the low stability lift and the overlaying A/C would be 11 PSI, and the rutting potential would therefore be slight.

3. The third alternative is to remove the low stability lift, and the lift over it, and construct the original 6 inches of specification A/C. This would result in surface deflections of .019 inches as originally designed.

cc: E. S. Hunter
C. T. Keasey
D. D. Allen
W. F. Cobine
J. E. Wilson
G. W. Beecroft
C. J. Gregg
J. H. Versteeg

RECEIVED
TECHNICAL SERVICES
MAY 26 '78
REFER TO
FOR
Info | Invest | R/D | U/R | Ltr | Appl | File

8-6 8

5/23/78

ES Hunter — Lake Abert Problem

Our computer is quitting in the middle of our 3-layer analysis. OSU computer may be able to do the job Wed. morning.

NOTE: E. S. HUNTER

Using calculated 2-layer analysis we can only look at the case where 6" of new AC is placed over original pvmt., or a similar case where 4" of new AC is placed over original pvmt and 2" of low stability AC. In the latter case we must assume the low stability AC has the same stiffness as the original pvmt, which is probably overstating the case for the low stability AC.

Case 1

6"	$E_1 = 528,000$	Layer 1
∞	$E_2 = 11,740$	Layer 2

this gives a deflection of .019" and Gregg's design.

Case 2

4"	$E_1 = 528,000$	Layer 1
∞	$E_2 = 11,740$	Layer 2

this gives a deflection of .026".

(Yoder, "Princip. of Pavement Design," pp 33,34)

Fatigue curves, cycles vs deflection, indicate that the fatigue life for the greater deflection would be 0.2 of the life for the lesser deflection.
The initial design for 10 yr would be reduced to 2 year.

(Monismith, "Asphalt Paving Mixtures")

Getting at it from the standpoint of an increase in wheel load to cause this increased deflection, the life would be reduced to 2.67 years.

$$\frac{.026"}{.019"} = 1.37$$

$$(1.37)^{4.2} = 3.75$$

$$\frac{1}{3.75} \times 10 yr = 2.67 yr.$$

RECEIVED
TECHNICAL SERVICES
MAY 24 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | ...

G. W. Beecroft

John C Jackson

8606

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3-1-78

FROM: G. L. Green, Division Administrator, Salem, Oregon	PROGRAM NO.	FEDERAL AID PROJECT NO. [illegible]LH TQF 1(8)
	ITEM NO. 70140	STATE PROJECT NO. See below
		COUNTY NAME Lake
		PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
9-7-77	12-15-77	Primary 49
		STATE ROUTE NUMBER Primary 49

GENERAL LOCATION:

"North Unit Lake Abert - Valley Falls Section"

GENERAL DESCRIPTION OF WORK:

Furnish cold mix asphalt for repair of pavement & base failure areas at Sta. 457+60 to 879+00.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Furnish material TEC NTE $3,500 FF $3,000.
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRICTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization data of 12-15-77 as requested in Mr. Keasey's letter of 3-1-78.

NOTED
F. B. KLABOE
3-13

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-8-78	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8606

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310 December 22, 1977

U.S. National Bank
Citizens Branch
P.O. Box 14729
Portland, OR 97214

Attention: Don Klurz
General Loan Officer

Re: Babler Bros., Inc.

Gentlemen:

We received notice of the following replacements:

acc 12-5 SP.

Prior TCD's	Receipt #	Amount
14-337071	144641	$ 15,000
14-337057	144688	90,000
14-337056	144688	25,000
		$130,000

New TCD's		
14-337119	144725	$ 15,000
14-337120	144725	70,000
14-349145	144733	15,000
		$100,000

Security Summary:

Contract No.	Prior Allocation	Change	New Allocation
8343	$ 30,000	(10,000)	$ 20,000
8504	50,000	(40,000)	10,000
8527	50,000	---	50,000
8606	---	20,000	20,000
Total	$130,000	$(30,000)	$100,000

The new allocation is based on approved reductions in retainage requirements and subsequent memos from Babler Bros. indicating disposition of the excess deposits.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Babler Bros, Inc.

bc: ~~C.W. Head~~
R. Church
C.W. Barrett, Jr. (Att.)

8606

U.S. DEPARTMENT OF TRANSPORTATIO[illegible] EDERAL HIGHWAY ADMINIS[illegible]TIO[illegible]

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-11-77

FEDE[illegible]AID PROJECT NO.
FL[illegible]1(8)

STATE PROJECT NO.
See Below

COUNTY NAME
Lake

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70140

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
9-7-77	10-24-77	Primary 49
		STATE ROUTE NUMBER: Primary 49

GENERAL LOCATION:
"North Unit Lake Abert - Valley Falls Section"

GENERAL DESCRIPTION OF WORK:
Move existing signs by State Forces

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~[illegible]~~ X
~~[illegible]~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 11-3-77 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No 2 at a total estimated cost not to exceed $400, Federal Funds $396.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-11-77	G. K. Hosmer	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

DIRECTOR'S FILE
Hwy 6

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

OCT 31 1977

OFFICE OF THE ADMINISTRATOR

Copy: Stabe
11-8

IN REPLY REFER TO:
HNG-10

Through:
Mr. L. E. Lybecker
Regional Administrator
Portland, Oregon

Mr. G. L. Green
Division Administrator
Salem, Oregon

Mr. Robert A. Burco
Director of Transportation
Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Burco:

Thank you for your letter of October 12 regarding Oregon's request to shift Public Lands funds from a project to improve the North Unit, Pikes Ranch-Valley Falls section of the Lakeview-Burns Highway to the Wagontire-Lake County line section of the route.

I am pleased to let you know that we approved your request on October 26. As a result, $1,479,000 in Public Lands funds has been allocated for construction of the proposed Wagontire-Lake County line project.

We are providing additional information on our action through the normal channels. Please let me know if I can be of further assistance.

Sincerely yours,

J. R. Provan for

J. R. Provan

For William M. Cox
Federal Highway Administrator

RECEIVED
NOV 8 1977
OFFICE
DIRECTOR of TRANSPORTATION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

OFFICE OF THE ADMINISTRATOR

OCT 3 1 1977

IN REPLY REFER TO:

HNG-10

Honorable Al Ullman
House of Representatives
Washington, D.C. 20515

Dear Mr. Ullman:

This is in reply to your letter of October 19 supporting Oregon's request for reallocation of Public Lands funds from the North Unit, Pikes Ranch-Valley Falls section of the Lakeview-Burns Highway to the Wagontire-Lake County line section of the route.

We are pleased to let you know that we approved the State's request on October 26. As a result, $1,479,000 in Public Lands funds has been allocated for construction of the proposed Wagontire-Lake County line project.

We understand that the State will be able to begin work in the near future. You may be assured that we will continue to cooperate fully with the Oregon Department of Transportation in the expeditious completion of the funded improvements.

Please let us know if we can be of further assistance.

Sincerely yours,

Original signed by
John R. Provan

for
William M. Cox
Federal Highway Administrator

AL ULLMAN
2D DISTRICT, OREGON

CHAIRMAN, COMMITTEE ON
WAYS AND MEANS

JOINT COMMITTEE ON
INTERNAL REVENUE TAXATION

Congress of the United States
House of Representatives
Washington, D.C. 20515

October 19, 1977

Mr. William Cox, Administrator
Federal Highway Administration
400 Seventh St. S.W.
Washington, D.C. 20590

Dear Mr. Cox:

The state of Oregon has recently made reapplication for Public Lands Highway funds for improvements in the Lakeview-Burns highway.

An allocation originally made for widening and straightening our section of the highway has had to be sealed back in response to concerns about archaelogical findings outside the existing right-of-way. The state is now requesting that the cost difference be re-allocated to another section of the same highway, also on public lands, which is badly in need of reconstruction.

The section in question is on a main route, U.S. 395, used considerably in the transportation of livestock and other commodities. Improvements in a badly-distressed 10-mile stretch of the highway would provide continuity over a 53-mile section.

This reconstruction is a major Oregon transportation priority. Your favorable consideration of the re-allocation of Public Lands Highway funds is urged.

With best regards,

Sincerely,

Al Ullman

Al Ullman, M.C.

AU/jas

#8606

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. S-19-001(1)

STATE PROJECT NO. See Below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. RS-75

COUNTY NAME Lake

PROGRAM STAGE (Check) [ ] 1. [ ] 2.

TO:

F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	9-13-77	Secondary 19-001
		STATE ROUTE NUMBER: Primary 49

GENERAL LOCATION:
"Abert Lake Section"

GENERAL DESCRIPTION OF WORK:
Archeology Study

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION
- [XX] OTHER (Specify) Archeology Study

- [ ] ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- [ ] OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter dated 10-13-77, this will confirm the verbal authorization of Mr. Kappus to proceed with additional studies on the subject project at a total estimated cash not to exceed $1,070 - Federal Funds $918

Swan
11-1-77

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-27-77	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

∴ 8606

2

United States Department of the Interior

NATIONAL PARK SERVICE
WASHINGTON, D.C. 20240

IN REPLY REFER TO:
H34-880

OCT 20 1977

{East Lake Abert Archaeological District

Dear Property Owner:

As you have probably already been informed by State or local representatives, the property you own is included in a district that has been nominated by the State for listing in the National Register which is that list of evidences of the past deemed worthy of keeping for the future by the Secretary of the Interior. This nomination is pending in our office.

Since you may not have been aware of potential benefits and provisions of the Tax Reform Act of 1976 when the district including your property was originally considered by the State for nomination, we are sending informative material at this time. If you wish to make comments about your property or the district relative to the National Register "Criteria for Evaluation" (see enclosed green leaflet), we will be pleased to consider them as an adjunct to our evaluation of placing your property in the National Register. Comments should be made within 30 days of the date of this letter and should be addressed to Dr. William J. Murtagh, Keeper of the National Register, National Park Service, Department of the Interior, Washington, D.C. 20240.

Information concerning standards for rehabilitation may be obtained from Technical Preservation Services, Office of Archeology and Historic Preservation, National Park Service, Department of the Interior, Washington, D.C. 20240.

Questions concerning the National Register program or the implementation of the historic preservation provisions of the Tax Reform Act should also be addressed to the Keeper of the National Register. Inquiries must include the name of the district (see address label) and property address to be properly handled.

Sincerely yours,

William J. Murtagh
Keeper of the National Register

Enclosures 1036
Counties -

NOTED
H.B. COULTER
K

RECEIVED
DOT OPERATIONS
OCT 26 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
STATE HWY ENGR
OCT 27 '77
REFER TO
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RECEIVED
OCT 25 1977
OFFICE
DIRECTOR of TRANSPORTATION

THE TAX REFORM ACT OF 1976

On October 4, 1976, the Tax Reform Act of 1976, the first major revision of the Internal Revenue Code since 1969, was signed into law. Owners of properties listed individually in the National Register or included within National Register historic districts will be particularly interested in section 2124 of the act, "Tax Incentives to Encourage the Preservation of Historic Structures." This section provides for changes in Federal tax treatment of demolition costs, rehabilitation expenses, depreciation, and charitable contributions of partial property interests when historic properties are involved. The effect of these changes is to encourage rehabilitation, rather than demolition and replacement, of historic commercial structures, such as office buildings, stores, theaters, apartment buildings, warehouses, factories, and other properties used for the production of income including rental homes. Until the passage of this section, the Internal Revenue Code favored demolition of older buildings, regardless of their historic or architectural value, for replacement with newer structures. Under the new law, however, preservation will be encouraged in several important ways.

The provisions cover any "certified historic structure," which is defined as depreciable property which is either in the National Register, located within a National Register district and certified by the Secretary of the Interior as contributive to the district, or located within a locally designated district established under a statute approved by the Secretary of the Interior.

One target of the Tax Reform Act amendments is to deter demolition of historic properties. Section 2124(b) provides that an owner of a certified historic structure cannot deduct from his income any amounts expended for its demolition or for any loss sustained on account of its demolition. Instead, these amounts must be capitalized and added to the basis of the property, thereby deferring the tax benefit and reducing it. For this section any structure located in a historic district is considered to be of historic value unless the Secretary of the Interior has certified, prior to demolition, that the structure is not of significance to the district.

Balancing this deterrent to destruction are incentives for the rehabilitation of historic properties. Section 2124(a) provides that a taxpayer may amortize over a 60-month period any capital expenditure incurred in a certified rehabilitation of a certified historic structure, in lieu of depreciation deductions otherwise allowable. Similarly, section 2124(c) prohibits use of the accelerated method of depreciation for any property wholly or partly on a site formerly occupied by a certified historic structure that is demolished or substantially altered other than by certified rehabilitation. The owner must instead use less attractive straight line depreciation methods. As an alternative, section 2124(d) allows owners of historic properties to use accelerated methods of depreciation for expenses incurred when they substantially rehabilitate their depreciable properties. There are certain requirements though, that must be met on the extent of investment in rehabilitation.

Additional information on the Tax Reform Act, including the Secretary of the Interior's Standards for Evaluating Structures within Historic Districts and the Secretary's Standards for Rehabilitation, may be obtained by writing your State Historic Preservation Officer or the Keeper of the National Register, Office of Archeology and Historic Preservation, National Park Service, U.S. Department of the Interior, Washington, D.C. 20240.

Questions concerning Federal income tax consequences and requirements should be addressed to your regional Internal Revenue Service office.

This material was prepared by the National Register of Historic Places, National Park Service, U.S. Department of the Interior, Washington, D.C. 20240, and is for general information purposes only. The Internal Revenue Service, which has responsibility for implementing the Tax Reform Act, has not reviewed this material. Before using any of the tax advantages outlined, it is recommended that a tax lawyer be consulted.

INT: 2149-77

Form FHWA 121 (Rev. 8-73)

8606

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 23, 1976

In reply refer to: 1041AD/710.16

SUBJECT: Reallocation of Public Lands Funds

FROM: G. L. Green, Division Administrator

TO: Mr. F. B. Klaboe, Chief of Operations. ODOT
ATTN: Mr. L. W. Rulien, Project Management Engineer

copy ack'd.

We have been advised by our Washington, D.C. office of the reallocation of $266,563 in excess FY 1975 and FY 1976 Oregon Public Lands Funds (FLH), to Oregon FY 1977 FLH Project, U.S. 395 North Unit, Pikes Ranch to Valley Falls Section.

Our Washington Office further advises that additional funds above the reallocated $266,563 are not available.

For G. L. Green

NOTED
F. B. KLABOE

RECEIVED
DOT OPERATIONS
SEP 24 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cj coulter
9-24

8606

49

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 8/23/77
Donald L Bowt

9-22-77 Bid Letting _____ All Clear Deadline

N. Junt Lake Abert-
SECTION ~~PIKES RANCH~~-VALLEY FALLS ~~N. UNIT~~
Highway Lakeview-Burns
County Lake Region
Type of Work Overlay Funds FLH
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration	X					
Project Assessment		X			X	Cultural Resource protection will be in Plans & Specifications
Write-off Letter	X					
PERMITS:						
Division of State Lands	X					
D.O.G.M.I.		X			X	Two sites w/active permits
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey		X	X	X	X	
Cultural Salvage	X					
NOISE:						
Noise Study		X			X	

8606

DATE: September 19, 1977

TO: Carl Williams
Region Engineer

FROM: F. B. Klaboe
Assistant Director for Operations

SUBJECT: Paul Hartwig Letter, August 19

I enclose a letter to me from Paul Hartwig concerning your letter to Les Shaw of Lake County. In the letter you referred to the Indians of Lake County as "crude people with crude artifacts." It is true that they probably were not as advanced as the Roman builders of Pompeii, but they do represent an element of our past that is important to preserve.

Please think up some other adjectives to use in the future when discussing these people.

FBK:srb

cc: Dave Talbot
U.S. Courier
9-20

RECEIVED
STATE HWY ENGR
SEP 20 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

STATE OF OREGON

INTEROFFICE MEMO

TO: Fred Klaboe
Chief of Operations

DATE: August 19, 1977

FROM: Paul B. Hartwig PH
Historic Preservation Coordinator

SUBJECT: August 12th Letter from Carl Williams

Enclosed for your information is a copy of a letter from Mr. Carl M. Williams, Region 4 Engineer, to Mr. Les Shaw, County Commissioner in Lake County, regarding an article published in the Lake County Examiner. I find Mr. Williams' statements regarding his feelings on archeology and Native Americans as "a crude people" extremely distressing. I hope that Mr. Williams' philosophy about these matters is isolated and not prevalent among other Highway personnel. If his thinking is common, an educational program needs to be undertaken to show these people that archeology is extremely important.

Perhaps what is more distressing than Mr. Williams' personal beliefs is the fact that he has so stated these in a letter to a county commissioner and in an interview for a newspaper article. The damage has been done in this instance, but I hope that this does not re-occur.

PH:ko

Enc.

RECEIVED
DOT OPERATIONS
AUG 23 '77
REFER TO
Williams
FOR
Info | Invest | R/D | D/R | Sign | Act | File

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 4
P.O. BOX 1249, BEND, OREGON 97701 PHONE 382-1911

August 12, 1977

Les Shaw
County Commissioner
Lake County Courthouse
Lakeview, OR 97630

Dear Mr. Shaw:

The article on "State Nixes New Highway" in the August 11, 1977 Lake County Examiner is incomplete.

The State, by law, must comply to the archeological dictates on this job. It is not a voluntary response, but mandatory.

Monies to do these projects were not the regular Oregon allotment but my understanding is that Rep. Ullman secured the money. He was prompted by the Lake County Court and Mayor Lane Thornton.

The Archeologist wished to spend some unspecified time and $100,000 to do their exploration and catalogue the work. There was fear that the special allotted money would lapse and go to some other state. Rather than lose the project, the State decided to proceed with the lesser choice.

It is difficult for me as an engineer to treat the relics along Lake Abert like the ruins of Pompeii. There were a crude people with crude artifacts similar to what can be found all over Lake County. However, people with other perspectives have a right to their opinion and have the law to back it up.

The Lake County Court did write to the State Parks Department on July 11 making their views known. These views were considered fully, but the fear of no project at all decided the issue. I apologize for the tardiness of a reply.

A newly paved and reconstructed highway in this area will be a vast improvement. True, six or eight years ago we surveyed for a highway with super alignment. Recently, because of limited revenues and inflation, we retreated to a line that would ease only the worst vertical and horizontal alignment. After the archeological report, we retreated still further.

Carl M. Williams

Carl M. Williams, Regional Engineer

CMW:mr
cc: Lake County Examiner
William J. Cannon, BLM Lakeview

Lake County Examiner No. 40 Thursday, August 11, 1977, Lakeview, Oregon

State nixes new highway by Abert Lake

Approximately 2 million dollars worth of straightening, widening and surfaciing scheduled on Highway 395 has been dropped, according to Les Shaw of the County Commissioners office and the State Highway department.

The road to be worked on was to be 8.14 miles of highway around Abert Lake.

"The money had been allocated earlier last year," Shaw said. "While they were preparing for the work the highway department had to file a report on the Archelogical sites along the highway. From that report the Museum of Natural History at the University of Oregon took a closer look at the site in October and located 25 sites along that stretch of road that should be preserved or looked into."

Shaw went on to say that most of the sites mentioned by the museum were already crossed by the existing highway. He also stated that some of the sites would not even be affected by the new highway.

Since the preliminary survey of the area, the Museum has made application to establish an archeological district along that area. They have also applied for entrance in the National Register for Historic spots.

According to Shaw, the County Commissioners protested the change in work early in July stating that they felt it would not be in the interest of the area to leave that part of the road as winding as it is now. They also stated that most of the sites have been destroyed by the now existing road and by people traveling through.

The thing that was most upsetting to the county was the fact that the highway did not even reply to their letter.

"Because of this archeological report and the application to the National Register, the new highway was blocked," Shaw said.

The Oregon Highway at this time plans to put on an overlay 28 feet wide with some guardrails and safety signs. "But the road will still be crooked," Shaw said.

The Highway Department will open bids for the project sometime in late September.

At this time, according to Shaw, there is really not a lot that the county or anybody else can do to stop what is happening. "The state is strong on this archeology stuff and they give these people a lot of voice."

The county has no more plans to go further with the attempt to stop the highway department.

Board of Commissioners

Lake County

STATE OF OREGON

LAKEVIEW, OREGON 97630

GEORGE CARLON LESLIE SHAW DON FITZGERALD

August 17, 1977

NOTED
H. S. COULTER

Elisabeth Walton Potter
Historic Preservation Specialist
Parks & Recreation Branch
Department of Transportation
525 Trade Street S. E.
Salem, Oregon 97310

Dear Mrs. Potter:

Thank you for your letter of August 11. The information has been helpful.

We cannot escape the notion, however, that the information would have been more helpful had it been included with your earlier notice about the proposed archaeological district.

Nor can we escape the fact that there are many sites outside the proposed boundaries that would fully serve the purposes of the archaeologists. We fully sympathize with the need of scientists to learn what they can about ancient man, but certainly ancient man did not leave his works and his artifacts only where we need roads. He left them outside the boundaries of that proposed district as well as inside, and the sites outside can provide information as valuable as those inside. Many of the sites everywhere have been disturbed and even torn up by artifact-hunting vandals, as we have said, a fact that has to lessen the value to archaeologists.

We are aware that there is nothing further we can do to get the road we need instead of the down-graded project. The federal laws you mention, together with state counterparts, preclude any further action. But we still say the archaeologists could learn as much about pre-history at scores of sites in this county or statewide without playing dog in the manger to our needed road improvement.

RECEIVED
STATE HWY ENGR
AUG 22'77
REFER TO
FOR
Info | Inves | R/W | D/R | Sign | Act | File

Sincerely,

LAKE COUNTY BOARD OF COMMISSIONERS

George E. Carlon, Chairman

Don Fitzgerald, Commissioner

Leslie Shaw, Commissioner

BC/mck

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 4
P.O. BOX 1249, BEND, OREGON 97701 PHONE 382-1911

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
AUG 15 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

August 12, 1977

Les Shaw
County Commissioner
Lake County Courthouse
Lakeview, OR 97630

Dear Mr. Shaw:

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The State, by law, must comply to the archeological dictates on this job. It is not a voluntary response, but mandatory.

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Carl M. Williams

Carl M. Williams, Regional Engineer

CMW:mr
cc: Lake County Examiner
William J. Cannon, BLM Lakeview
Elizabeth Walton, Parks; H. S. Coulter

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Branch
525 TRADE STREET S.E., SALEM, OREGON 97310

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August 11, 1977

The Honorable George E. Carlon, Chairman
Lake County Board of Commissioners
Lake County Courthouse
Lakeview, Oregon 97630

Dear Commissioner Carlon:

Thank you for your letter in response to our notice concerning proposed nomination of an East Lake Abert Archaeological District to the National Register of Historic Places. I regret that my reply has been so long delayed.

The proposed district is shown on the attached map. It is a corridor of some 300 acres along U.S. Highway 395, between Shacks and a point roughly opposite Mule Lake.

During its meeting on June 7, the State Advisory Committee on Historic Preservation reviewed the proposed nomination and concluded that the district is eligible for inclusion in the National Register because it is capable of yielding significant information about prehistory, "pothunting" activities notwithstanding.

We can appreciate your concern about how the nomination might effect highway improvements planned for that locale. The Highway Division informs us that the proposed highway improvement project on the east side of Lake Abert is proceeding to contract. As modified, the project consists of a 26-foot overlay of asphaltic concrete, with installation of signing, guardrail and other safety devices as appropriate.

The original project proposal was modified when it was learned that it would have extensive impact on archeological sites along Lake Abert. When it appears that such impacts will occur, various federal laws and regulations call for mitigation and salvage procedures. Upon re-examining the situation, the Highway Division realized that the entire project might be jeopardized if approvals were sought for

the original concept, as required under the following: Section 4(f) of the Department of Transportation Act of 1966, the Federal-Aid Highway Act of 1968, the National Environmental Policy Act of 1969, the National Historic Preservation Act of 1966, and the Preservation of Historical and Archaeological Data Act of 1974. For this reason, the Highway Division decided to proceed with a project of reduced scope in that area which would still serve the needs of road-users.

I hope this background will be helpful. If further questions about the proposed nomination arise, please let us know. I can be reached at the following number: 378-5001.

Sincerely,

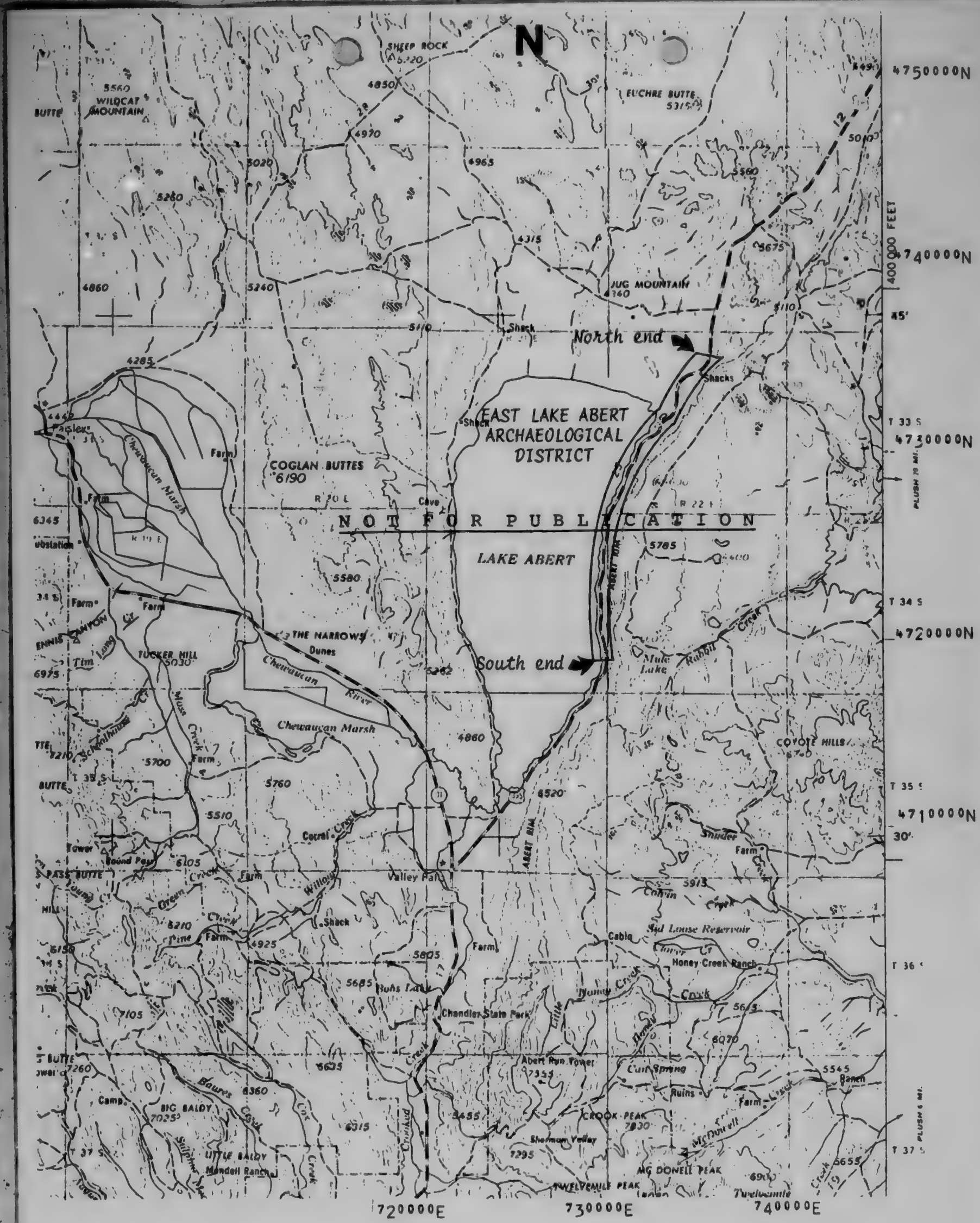
Elisabeth Potter

Elisabeth Walton Potter
Historic Preservation Specialist

Attachment

cc: Don Fitzgerald
Leslie Shaw

bc: H. S. Coulter
Gary Potter
Carl M. Williams
David G. Talbot
David Cole


N
EAST LAKE ABERT ARCHAEOLOGICAL DISTRICT
NOT FOR PUBLICATION
LAKE ABERT
North end
South end
SHEEP ROCK
EUCHRE BUTTE
WILDCAT MOUNTAIN
JUG MOUNTAIN
COGLAN BUTTES
THE NARROWS
Dunes
TUCKER HILL
Chewaucan Marsh
Chewaucan River
Mule Lake
Rabbit Creek
COYOTE HILLS
Sid Louse Reservoir
Honey Creek Ranch
Chandler State Park
Abert Rim Tower
CROOK PEAK
McDONELL PEAK
TWELVEMILE PEAK
BIG BALDY
LITTLE BALDY
Mendell Ranch
Valley Falls
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Board of Commissioners

Lake County

STATE OF OREGON

LAKEVIEW, OREGON 97630

GEORGE CARLON LESLIE SHAW DON FITZGERALD

July 11, 1977

Elisabeth Walton Potter
Historic Preservation Specialist
State Historical Preservation Office
Parks & Recreation Branch
Department of Transportation
525 Trade Street, S.E.
Salem, Oregon 97310

Dear Mrs. Potter:

In reference to your letter of June 23 regarding your advisory committee's nomination of "East Lake Abert Archaeological District" to the National Register of Historic Places, we are opposed to such interference.

We find the term "East Lake Abert Archaeological District" to be a very vague description of an area that could be anywhere from one acre to 10,000 acres. The ownership of the area is not stated, but we presume it to be federal land under administration of the Bureau of Land Management.

The State Highway Division had planned a highway realignment and paving project of some eight miles along the east shore of Lake Abert, but this has been delayed, postponed or abandoned because archaeologists want to study the evidences of ancient Indian habitation along the Abert shore.

Once there were positive and valuable evidences of such habitation, certainly in the form of Indian "tipi rings" which possibly had been used for centuries. Archaeologists could surely have learned much there, but to our knowledge it is doubtful that any of the sites remain intact, having been invaded and torn up by artifact hunting vandals.

We very much doubt anything of archaeological value remains, but of course there are those who would like to delay our project while they spend a few years and a few hundred thousand dollars looking.

We oppose the designation you mention, and hope the way can be cleared for needed highway improvement.

Yours truly,

LAKE COUNTY BOARD OF COMMISSIONERS

George E. Carlon, Chairman

Don Fitzgerald, Commissioner

Leslie Shaw, Commissioner

BC/mck

8606

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

September 13, 1977

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
September 29 Bid Letting

TO: F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened on September 29 on the following projects:

1. Portland Ave at McKillican St/Hood St (West Linn)
   Oswego Highway
   Clackamas County

   Traffic signal installation.

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Nehalem St-Columbia River Highway (Clatskanie)
   3rd St SE & Truehaak St SE
   Columbia County

   Grading and paving.

   City streets, 20-25-foot roadway. Existing sidewalks preserved or 5-foot sidewalks to be constructed.

3. Bullards Beach State Park
   Coos County

   Sewage facilities.

   Same as No. 1.

4. "A" Canal Bridge (Klamath Falls)
   Washington Street
   Klamath County

   Grade, pave and structure.

   8-foot sidewalk/bikeway to be constructed on both sides.

5. N Unit, Lake Abert-Valley Falls
Lakeview-Burns Highway
Lake County

Grading and paving.

22-foot roadway with 2- to 3-foot shoulders

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "Footpaths and trails are not required to be established. . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

6. First Ave-Pacific Highway (Eugene)
Eugene-Springfield Highway, I-105
Lane County

Grading, paving, barriers and signing.

10-foot shoulders. Parallel facilities exist.

7. Columbia Blvd Interchange
Columbia Blvd U'xing
Multnomah County

Grading, paving and structures.

An 8-foot Class I bikeway on approaches and structure will be incorporated.

8. NE Broadway at NE 9th Avenue (Portland)
City Street
Multnomah County

Traffic signal installation.

Same as No. 1.

9. Portland Pavement Marking Project #3
City Streets
Multnomah County

Same as No. 1.

10. Hermiston Hwy-Umatilla/Stanfield Hwy (Hermiston)
Highland Avenue
Umatilla County

Grading and paving

4-foot Class III bikeways will be incorporated.

11. McKay Creek (Shaw) Bridge
FAS Route B579
Umatilla County

Structure

28-foot roadway on approaches and structure.

Same as No. 5.

12. Burnside Bridge (Portland)
City Street
Multnomah County

Deck surfacing

Same as No. 1.

13. Sunset Bay State Park
Coos County

Sewage facilities

Same as No. 1.

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

8606 9-7-77 8

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. FLH-TQF-1(8)

STATE PROJECT NO. See below

COUNTY NAME Lake

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
SAlem, Oregon

PROGRAM NO.

ITEM NO. 70140

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 23 '77
REFER TO Mochring
FOR

Info	Instrs	R/D	D/R	Sign	Ac	File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
9-7-77	9-7-77	Primary 49	Primary 49

GENERAL LOCATION:

"North Unit Lake Abert-Valley Falls Section"

GENERAL DESCRIPTION OF WORK:

Grade, drain and high type pavement (Code 6203 Miles 7.981)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ OTHER (Specify)
Permanent Pavement striping (SF) $3,000
Temp. erosion control 2,500
On the job training 800

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award, you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 9-2-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,433,917 - Federal Funds $1,424,798.

A signed copy of the Title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-7-77	G. K. Hoosen	For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

GENERAL FILES

8606

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HISTORIC PRESERVATION OFFICE

Parks and Recreation Branch

525 TRADE STREET S.E., SALEM, OREGON 97310

August 31, 1977

NOTED
E. S. HUNTER

Pieter Dykman, Research Coordinator
Environmental Section
412 Transportation Bldg.
Salem, Oregon 97310

RE: Pikes Ranch-Valley Falls, North Unit
Lake County

Dear Sir:

This letter is in response to your request for comment of the above named project in the vicinity of East Abert Lake Archeological District, which was recently submitted for nomination to the National Register of Historic Places.

After a careful review of your proposal to overlay the existing roadway in this area, our office can provide the following comment. Since design specifications indicate that previously identified archeological sites will be avoided and remain undisturbed, we feel that Public Law 89-665 and Executive Order 11593 have been complied with and the project may proceed as planned.

Thank you for this opportunity to comment.

Sincerely,

David G. Talbot

David G. Talbot
State Historic Preservation Officer

MB:db

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REFER TO
FOR
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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701

August 5, 1977

FILE: 19-1918

FROM: R. J. Van Cleave
Regional Geologist

TO: J. H. Versteeg
Engineering Section Head

SUBJECT: Material Source
N. Unit Pikes Ranch-Valley Falls
Lakeview-Burns Highway
Lake County

Attached are Work Plans for two material sources on the above project:

Site No. 1 at M. P. 67.1, is to be a prospective source for approximately 48,000 yds of AC and shoulder rock. The existing Operating Permit from DOGMI will be renewed, as it expires this month. The present Special Use Permit from BLM expires April 10, 1978, but there should be no problem on renewal.

Site No. 2 at M.P. 86 is a prospective source for 30,000 yds of borrow. Also included on the map is an area for the AC and shoulder rock material. I believe the contractor should have the option of using this site only if he so elects. The present Lake Abert Rock Production contractor should be out of the State portion before this contract is let.

Richard A. Gerity, BLM District Manager, informed me on August 3, 1977, that a Special Use Permit on their portion will be issued within 10 days. We have a DOGMI permit on this site until May, 1978. If the contractor does use this site for AC rock, the Special Provision under Section 350.11 General, should have the following statement:

"The rock or gravel material from which the aggregates are produced shall contain not more than 5% by weight of material passing the 1/2 inch sieve. If quarry rock is furnished, this requirement will apply to the material after it has passed through the primary crusher."

REFERRED TO

Beard, Reed, Cole, Sample, Erikson, Walter, Hager, Wolfe, Versteeg, Olson, Scott, Swenson, Savage

Return, Discuss, Do, Copy, Bye, BY FINAL DESIGN ENGINEER

RECEIVED
AUG 8 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
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Bring Up
Other

RJV:pw
Enclosures
cc: W. Cobine

8606

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N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
July 26, 1977

FROM: Lyle K. Watson
Design Engineering Supervisor

SUBJECT: Pikes Ranch-Valley Falls
Lakeview-Burns Highway
Lake County

TO: MEMO TO THE FILES

Several areas have been identified as archaeological sites. Embankment slopes, within these areas, will not go beyond the existing toe of slope. A drainage curb will be added adjacent to existing cut slopes, as required, to eliminate disturbing these slopes. In areas outside of these sites, the toe of the embankment slopes will be limited to within ten (10') feet of the original toe of slope. Existing cut slopes will not be disturbed.

An amount will be added to the contract as an anticipated item to salvage and relocate existing petroglyphs as required.

Special ditches for drainage may be required in the restricted work areas. An amount will be added as an anticipated item to cover the costs of these ditches.

The plans will delineate the boundary of the work area within the archaeology sites. The plans are being prepared for the September 22, 1977, contract letting.

LKW:az
cc: D. H. Moehring
C. M. Williams
F. E. Terpin
C. T. Keasey
A. L. Brummitt
Ben Gifford
L. K. Watson
G. Potter

1 Versteeg ✓
Olson
2 [illegible]
Scott
Swenson
Savage
Trout

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NOTED
H. S. COULTER

July 25, 1977

RECEIVED
STATE HWY ENGR
JUL 22 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Mr. Richard A. Gerity
District Manager
Bureau of Land Management
P.O. Box 151
Lakeview, Oregon 97630

Dear Mr. Gerity:

This is in response to your letter of May 3, 1977, concerning the Lake Abert Highway Project and its impact upon cultural resources. Thank you for your input and for the time your archeologist spent with Mr. Arnold of my staff.

The reason my response is so late in coming is due to an extensive re-evaluation of the entire project. This re-evaluation was precipitated by the extensive impacts the project was found to have, and by many of the recommended measures of mitigation, some of which are contained in your letter of May 3.

The Oregon Department of Transportation has concluded this restudy of the project and has decided to advance a proposal that is reduced in scale, but will still provide a significant increase in transportation service to the motoring public. It is our intention to proceed with a project to overlay the subject section of roadway with asphaltic concrete, provide guardrail, signing and traffic control and safety devices as appropriate. This project, therefore, requires no new right-of-way, and prevents disturbance of any area that lies outside of the original roadway/cut & fill slope prism.

Considering the sensitive nature of the area, we plan to control our contractor with appropriate specifications, and monitor the progress of the job during construction. Assistance that you might provide in this area would be appreciated. At the present time, we are scheduling for a contract to be awarded for the work in September or October of this year.

There are many people who do not feel the project should be changed or delayed, but federal procedures and the possibility of failing to

obtain approvals in the future has caused us to compromise in order to provide the road-user a service in an expeditious manner.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter,
Manager
Environmental Section

GAP:cjh

cc: Mr. Cole
Museum of Natural History

bc: F. B. Klaboe
E. S. Hunter
H. S. Coulter
F. E. Terpin
J. H. Versteeg
Carl Williams
D. H. Moehring
Elizabeth Walton

8606

8

July 20, 1977

The Honorable Robert F. Smith
State Senator
771 Ponderosa Village
Burns, OR 97720

Dear Senator Smith:

I have enclosed a copy of the archeological survey of the Abert Lake project which you requested.

trace
PAR 7-4-4
Abert Lake

As I explained over the telephone, we have completed an extensive re-evaluation of the project as a result of this report, the nomination of the area to the National Advisory Council on Historic Preservation, and the mitigation measures being imposed by the Bureau of Land Management. Also enclosed is a copy of the BLM District Manager's May 3 letter, which sets forth their view on the project.

The Federal Highway Administration has approved the "downscoped" project, which will be an overlay 26 feet wide and includes guardrail, signing and traffic control, and safety devices as appropriate. The project is scheduled for a late September 1977 bid opening.

Please call if you should need any additional information.

Sincerely,

E. S. Hunter
Technical Services Engineer

ESH:ja

Enc.

bc F. B. Klaboe (enc.)
Gary Potter
Frank Terpin "
J. H. Versteeg "
Carl Williams "

United States Department of the Interior

IN REPLY REFER TO

6231

BUREAU OF LAND MANAGEMENT
P. O. Box 151
Lakeview, Oregon 97630

RECEIVED
May 3, [illegible]
SECTION

MAY 9 1977
Referred to SZ - B/U
7-18

Mr. Gary Potter
Manager, Environmental Section
Department of Transportation
412 Transportation Building
Salem, Oregon 97310

Dear Mr. Potter:

Mr. Thomas Arnold of your staff visited this office on April 4, 1977, to discuss the impact of the Abert Lake Highway Project upon cultural resources. Mr. Arnold requested that the Bureau of Land Management provide your office with a statement of our position on the mitigation of impacts and design of a salvage program.

Copies: Hunter Tanguis Williams 5-9-77 Tiette Maguire

The BLM has requested and received special stipulations to the antiquities permit issued to the Museum of Natural History, University of Oregon for consultation work on this project. These stipulations adequately cover our concerns for the initial inventory of cultural resources. A copy of this permit is enclosed. Please note that the Museum must secure an amendment to their permit before they can proceed with any salvage program.

In addition, the BLM feels that implementation of the following suggestions would adequately mitigate the impact upon cultural resources:

1. That a copy of the initial inventory report (including copies of all site report forms and statements of evaluation of significance of each site) should be submitted to the BLM Lakeview District Office as soon as it is completed.

2. The National Advisory Council on Historic Preservation should be given the opportunity to comment on plans to mitigate the impact of the proposed action on any sites that may be eligible for nomination to the National Register.

AMERICAN REVOLUTION BICENTENNIAL 1776-1976

3. That avoidance of cultural resource sites by realignment of the roadbed be considered as the preferred means of mitigation.

Cde doesn't agree.

4. If it is impossible to avoid a site, consideration should be given to covering the site with roadfill, after a complete surface examination, rather than excavating the site.

5. If a site cannot be avoided or preserved by burial, the salvage of data should be complete and to professional standards. Publication of the report and analysis of the data should be a part of the contract.

6. If practical, boulders with rock art which cannot be avoided should be moved out of the impact area to a protected location.

These basic concerns were also verbally expressed to Mr. Arnold by the District Archeologist.

If we can be of further assistance, please contact us again.

Sincerely yours,

Richard A. Gerity

Richard A. Gerity
District Manager

Enclosure

cc; Oregon State Office
Museum of Natural History

8606

8

July 19, 1977

Mr. Mel Bosch, Manager
Harney County Chamber of Commerce
18 "D" Street
Burns, OR 97720

Dear Mr. Bosch:

Your June 30 letter expressed concern over the possible loss of construction funds for the Pikes Ranch-Valley Falls Section of the Lakeview-Burns Highway.

Funds for this kind of project are allocated to the State on a project-by-project basis. That money cannot be transferred for construction of other sections. If the funds are not used, regardless of the reason, they must be returned to the Federal Highway Administration.

Because of the archeological survey which is required, the original planned improvement cannot be made at this time. If we delayed the project until that survey was completed, and all the artifacts salvaged, the project would have to be cancelled and the money returned to the Federal Highway Administration.

We can, however, reconstruct the highway within its present alignment and are proceeding toward a project reflecting this modified improvement which we hope to contract later this year.

Your concern in highway matters is appreciated.

Sincerely,

H. S. Coulter
State Highway Engineer

cc Senator Robert Smith
Representative Denny Jones
E. J. Valach

bc D. H. Moehring
W. E. Schwartz

DES:lml HSC:ia

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300, Salem, Oregon 97308

July 6, 1977

IN REPLY REFER TO
HB-OR FOIA-INQ-730
Ore. Proj. FLH-1(8)
N. Unit, Pikes Ranch-
Valley Falls Sect.

Nel Bosch, Manager
Harney County Chamber of Commerce
18 "D" Street
Burns, Oregon 97720

Dear Ms. Bosch:

This will acknowledge your June 30 letter to Mr. Valach with your letter to State Highway Engineer Coulter attached.

I appreciate your interest and concern regarding the proposed reconstruction of a section of highway 395 along the east side of Lake Abert. While there have been some conflicts and delays due to archeological findings, the project is advancing in the developmental stage and it now appears a late fall or early spring bid letting is feasible.

I assure you that every effort will be made to advance this project in a reasonable manner without jeopardizing funding possibilities.

Sincerely yours,
Original Signed By
G. L. Green
Division Administrator
G. L. Green
Division Administrator

cc:
H. S. Coulter

7-19-77 by Williams

RECEIVED
STATE HWY ENGR
JUL 7 '77
REFER TO
FOR
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Harney County

CHAMBER OF COMMERCE

PHONE (503)-573-2636

18 "D" Street
BURNS, OREGON 97720

June 30, 1977

NOTED
H. S. COULTER

H. Scott Coulter
Ore. State Highway Engineer
129 Transportation Bldg.
Salem, Ore. 97310

Dear Mr. Coulter,

It has come to our attention that funds for reconstruction of the Lakeview-Burns section of Highway 395 along the East side of Abert Lake are in danger of being lost to our area.

The reasons for futher delay or loss of this project monies seem inadequate in view of the already ample time allocated for environmental impact and archeological studies. In the face of the need for improvement on the 12 miles involved, we feel the prospective loss reflects special interest groups' influence in this delay, to the detriment of people using the highway and the residents of the areas involved.

Certainly tourism needs to be considered in any community's economy. Good roads are a basic consideration of any visitor leaving I-5 for the hinterlands. This particular strip of road has been in need of reconstruction, not just overlay, for many years, as the 1964 and 1976 fund allocations imply.

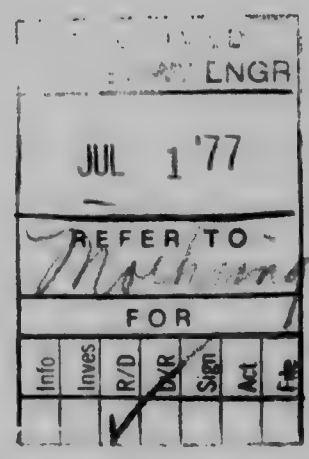
Please do whatever you possibly can to keep the funding available for a reconstruction project of the originally planned high standards for the described area in the very immediate future.

Sincerely,

Nel Bosch

Nel Bosch, Manager

copies to:
Ernie Valach, FHWA
Paul McCormick, Scty.,
Jefferson Assoc.
Sen. Robert Smith
Rep. Denny Jones



cy Williams
Schwartz

8606

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer
129 Transportation Building

DATE: July 14, 1977

FROM: Elisabeth Potter
Parks and Recreation Branch EWP

NOTED
H. S. COULTER

SUBJECT: East Lake Abert Archaeological District

The standard procedure of the State Historic Preservation Office is to give heads of local jurisdictions who might be most directly concerned an opportunity to comment on proposed nominations to the National Register of Historic Places.

Attached is the comment we received from the Lake County Board of Commissioners regarding the East L ake Abert Archaeological District nomination.

We feel that, if appropriate, you would wish to coordinate a response to the Board of Commissioners.

As you know, the contemplated archaeological district is a 300-acre corridor along Highway 395 at the foot of Abert Rim. An additional map, which is not for publication, is attached.

If we can be of assistance in preparing a response, we can be reached at the following extension: 5001.

RECEIVED
STATE HWY ENGR
JUL 15 '77

REFER TO
Gary Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

orig to

Please work w/ Elizabeth to assemble a proper response to Lake County Comm.

1-129-1387

8606

GENERAL FILES

2

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Federal Lands Project FLH-1(8)
North Unit, Pikes Ranch - Valley Falls Section
Lakeview - Burns Highway
(Mr. Hunter's ltr, 5-25-77)

DATE: June 6, 1977

In reply refer to: HEC-OR

FROM : G. L. Green, Division Administrator

TO Mr. H. Scott Coulter, State Highway Engineer

Mr. Hunter requested approval of a downscoped project for this section and addition of the 8-mile section immediately south (South Unit, Pikes Ranch - Valley Falls), utilizing the funds approved for this project in its original form.

Because of the problems with archeological salvage, the resultant "Section 4(f)" situation, and the potential delay in construction of the project (1980), we will accept a project consisting of a nominal 26-foot top width pavement, using the existing alignment, with appropriate guardrail and other safety features. The project limits will be those described in Mr. Klaboe's letter dated April 14, 1976.

We regret that we cannot approve your request to extend the project to include the South Unit. Any FLH funds not used on Project FLH-1(8) msut be returned to our Washington Office for reallocation on a nationwide basis.

You may wish to modify your current application for Public Lands funds to include the South Unit project.

/s/ G. L. Green

G. L. Green

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Please prepare request to add the S. Unit to our current application
JOC

8606

GENERAL FILES

8

May 25, 1977

Mr. G. L. Green, Division Administrator
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Mr. Green:

North Unit, Pikes Ranch-Valley Falls Section, Lakeview-Burns Highway
Project FLH-1(8)

Mr. Klaboe's letter of April 14, 1976 requested an allotment of Public Lands Highway Funds for the subject project. Funds in the amount of $2,500,000 were allocated to this project on July 7, 1976.

We had assumed that the remote area in which this section is located would only require an environmental assessment. Now, we find that there are numerous archeological sites which would require a Negative Declaration and a 4(f) statement. The cost of the archeological salvage would be excessive (approximately $250,000) and would delay construction of the project until at least 1980.

We can pursue an alternate project in this same area. This proposal would involve construction of a nominal 26-foot top width pavement using the existing alignment. It is our intention to perform this alternate work in a manner that will ensure that no archeological sites are affected even though some of the sites may lie within the existing right-of-way. Guardrail and other safety features would also be considered. This proposed downscoping of the design is compatible with similar actions taken on other projects in order to meet changing priorities and fiscal restrictions while still providing a much needed improvement to a critically deficient section. This proposal for the same eight-mile project would cost an estimated $1,250,000, of which $1,196,000 would be the 100 percent Federal share for 7.66 miles.

This estimate is well below that which was submitted April 14, 1976. The section immediately south (South Unit, Pikes Ranch-Valley Falls) is also eight miles in length. The same reasons which were cited in justification of the north unit are equally valid for the south unit. (Copy of April 14, 1976 letter is attached; also a sketch map showing in red the proposed additional project.) Federal lands comprise 40 percent of the total length. The total estimated cost for this section is $1,150,000. Federal funds would amount to $460,000. If this project were approved, the total cost of both units would be $2,400,000 with Federal funds of $1,656,000, which is well within the $2,500,000 approved on July 7, 1976.

Construction of these two contiguous units will provide continuity throughout a 53-mile section on this vital highway through south-central Oregon.

Your favorable consideration of this proposal is highly recommended.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

Attachments

bc F. B. Klaboe
H. S. Coulter
R. L. Schroeder
G. A. Potter
F. E. Terpin
J. H. Versteeg
George N. Hopkins
C. M. Williams

DES:ljt:ab

April 14, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM F. B. Klaboe, Administrator
and State Highway Engineer

SUBJECT Application for Public Lands Highway Funds
Project FLH-1(8) "N. Unit, Pikes Ranch-Valley Falls Section"
Lakeview-Burns Highway (US 395) (FAS 19-001)
Lake County

We hereby apply for an allotment of Public Lands Highway Funds in the amount of ~~$3,055,000~~ $2,925,000. to be used for the improvement of a section of the Lakeview-Burns Highway, US 395 (FAS 19-001) in Lake County from mile point 73.35 to mile point 81.35, the latter mile point being 8.67 miles northeast of Valley Falls.

There is a critical need for modernizing this section. It is becoming very crucial and the 20-foot bituminous surfacing is exhibiting increasing distress. We have been unable to finance the correction of these conditions with other funds. The following outlines the basic information bearing on the application:

1. The existing facility is substandard in horizontal alignment, roadbed width, travelway width and surface stability throughout.

    a. The roadbed is generally 24 feet in width.

    b. The travelway consists of a 20-foot bituminous surface 3/4-inch in depth on a 6-inch rock base.

c. The gravel shoulders are generally 2 feet in width.

d. The present average daily traffic is 280 vehicles with a 20-year projection of 470 vehicles. Trucks comprise approximately 13 percent of the traffic volume with 45 percent of the trucks being 5-axle rigs.

2. The section under consideration is from the south end of Project FLH-1(7) at mile point 73.35 southerly 8.0 miles to mile point 81.35, which is approximately 8.7 miles north of Valley Falls.

The standards proposed for the reconstruction of this section are as follows:

Roadbed Width - - - - - - - -	44 feet
Pavement Width - - - - - - -	24 feet
Shoulders (paved) Width - - -	4 feet
Base - - - - - - - - - - - - -	12 in. (aggregate grid rolled)
Leveling Course - - - - - - -	2 in. (aggregate)
Wearing Surface - - - - - - -	3 in. (Cold Mix A.C.)

The above design meets the minimum standards as set forth in the AASHTO "Geometric Design Standards for Highways Other than Freeways - 1969". This design matches the travelway width of the adjacent section to the north which is being constructed under Project FLH-1(7).

The design hour volume (DHV) is 40 vehicles for the proposed improvement.

3. The following information is furnished in justification of the proposed improvement:

a. The section is on a "main route", US 395, extending from the Canadian border north of Spokane, south to San Diego, a few miles north of the Mexican border. It is also the shortest route leading from a number of the larger places in southwestern Oregon and northern California to points in eastern Oregon, southern Idaho, Wyoming and Montana.

b. The service rendered is almost entirely service to through traffic, as the area through which the section passes is very sparsely settled; therefore, it generates no considerable part of the total traffic.

c. The section is used considerably in the transportation of livestock, this movement occurring principally in the fall and spring months when cattle are being moved between the summer range areas and the winter feed lots. Other commodities transported over the section are lumber, livestock feed, machinery and miscellaneous supplies.

d. This section of the highway has recurring surface failures throughout and is showing increasing signs of distress. These conditions can only be corrected by reconstruction of the section to the standards set forth above.

e. According to adopted standards for secondary highways, the present traffic justifies improvements to the standards proposed. The present average daily traffic is 280 vehicles (DHV of 40) for the section.

f. No state, local or federal funds, other than Federal Lands Highway Funds, are available or expected to be available soon in amount sufficient to finance construction of this section due to the need and greater demand for such funds on highways in more populous areas.

A sketch map is attached (4 copies) showing the section of the highway, in red, proposed for improvement.

In view of the information set forth, we wish to apply for Public Lands Funds, which will be supplemented with the necessary State funds to give the project continuity for the improvement of the highway section in the amount as follows:

	Hwy. or Route	MP to MP	Length-Miles Total	FLH	State	Funds FLH	State	Total
N. Unit, Pikes Ranch-Valley Falls	FAS-19-001 (US 395)	73.35 to 81.35	8.0	7.66	0.34	$2,925,000	$130,000	$3,055,000

We anticipate that this project can be advertised for contracting by October 1976. The location work is progressing satisfactorily on this section. An environmental assessment will be prepared for this section and it is anticipated that because of the section's location in a remote part of the State, the assessment will find the proposed action is non-major, not requiring any further environmental statement.

It is our belief this proposed project meets all of the established criteria for financing with Public Lands Highway Funds and we request that an allotment in the amount set forth hereinabove be made to Oregon for the next available funds.

Attachment

cc: E. S. Hunter
R. L. Schroeder
L. W. Rulien
F. E. Terpin
J. M. Versteeg
D. M. Harwell
D. E. Swan

DES:ljt

OREGON STATE HIGHWAY DEPARTMENT

Sketch Map

RILEY - VALLEY FALLS SECTION

LAKEVIEW-BURNS HIGHWAY

LAKE AND HARNEY COUNTIES

PROJECT NO. FLH 1

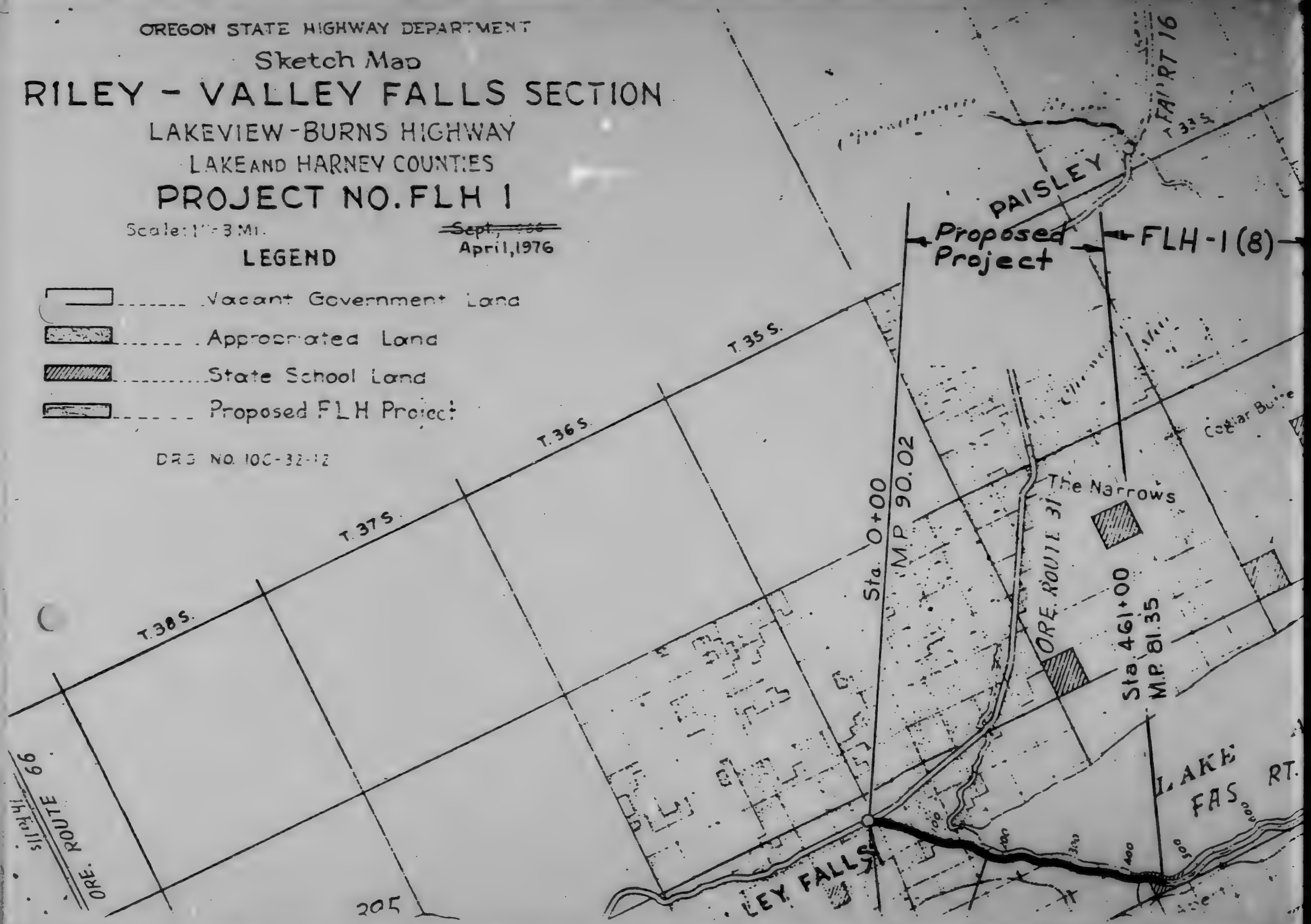
Scale: 1" = 3 Mi.

~~Sept., 1956~~ April, 1976

LEGEND

- Vacant Government Land
- Appropriated Land
- State School Land
- Proposed FLH Project

DRG NO. 10C-32-12



TE HIGHWAY DEPARTMENT

Sketch Map

LLEY FALLS SECTION

LW-BURNS HIGHWAY

ND HARNEY COUNTIES

ECT NO. FLH 1

~~Sept, 1956~~
April, 1976

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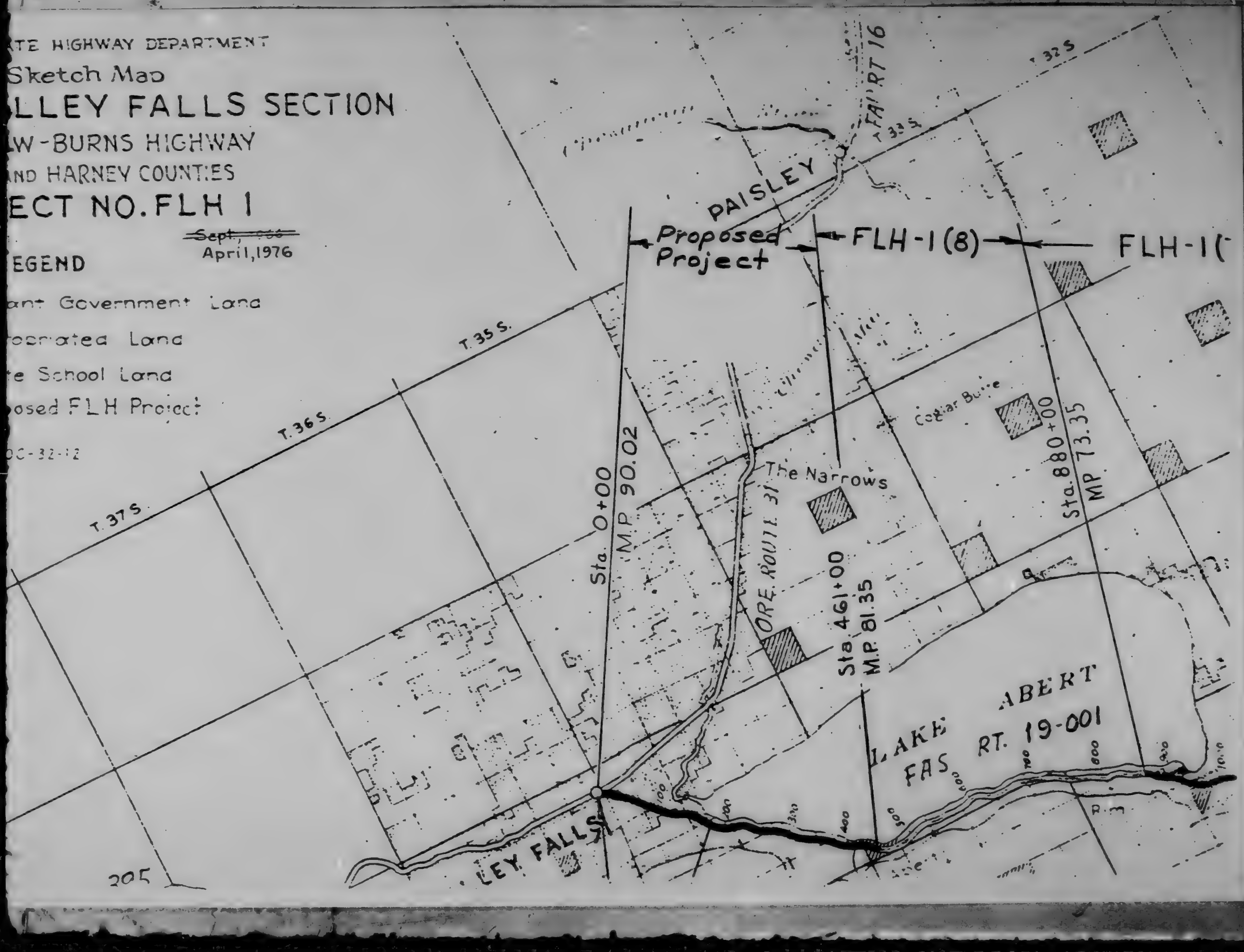
osed FLH Project

OC-32-12



8606

8

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

April 14, 1977

Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Pike Ranch-Valley Falls
Archeology Survey

TO: MEMO TO THE FILE

NOTED
E. S. HUNTER

On Monday, April 11, Dave Cole and Rick Pettigrew from the U of O Museum of Natural History presented to the Environmental and Location sections the results of their field survey and testing program on the subject section.

Cole and Pettigrew reviewed the extent of the sites and presented the rank of the sites in order of importance and in order of impact by the highway project. They also stated that the area is significant enough to be nominated to the National Register as an Archeology District.

There is no feasible way to avoid impact to the sites by alignment changes since the sites are large and over 25 are scattered along the 8 mile section. The salvage cost alone could exceed $200,000, and our procedures would require, at a minimum, a draft and final negative declaration with a Section 4(f) Determination. Implementation would be required by September 1, 1977.

In view of the foregoing, it seems that the only feasible and prudent method of improving the highway through this area is to proceed with an overlay and some minor sign and other incidental work, with strict specifications to control the contractors activity. FHWA approval to proceed on this course of action is being sought.

GAP:ss

cc: E. S. Hunter
F. E. Terpin
J. H. Versteeg
Bill Kappus-FHWA
Dave Carter-FHWA

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STATE HWY ENGR
APR 15 '77
REFER TO
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8606 2-8-77 GENERAL FILES 8

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-19-001(1)

STATE PROJECT NO. Abert Lake Section

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. RS-75

COUNTY NAME Lake

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 15 '77
REFER TO Rulien
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	1-12-77	Secondary 19-001	Primary 49

GENERAL LOCATION:

US 395 Valley Falls to N.E. 17.6 miles.

GENERAL DESCRIPTION OF WORK:

Archeology site exploration.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ OTHER (Specify) Archeological site exploration
TEC $12,300 - FF $10,500.

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 1-24-77 memorandum, you are authorized to proceed with the above work. A signed copy of the agreement is returned herewith.

NOTED
F. S. HUNTER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-8-77	G. K. Hoosen	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8606

8

~~PRO 6-2~~

January 24, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM ORIGINAL SIGNED BY D. E. SWAN
L. W. Rutten
Program Management Engineer

SUBJECT Archeology Authorization (Site Exploration)
Project No. RS-19-001(1)
Abert Lake Section
Lake County

Attached are two copies of form "Archeology Authorization" for the Site Exploration Phase on the subject project for your approval. Upon approval please return one signed copy for our files.

It is understood your approval of the preceding request will result in authorization to proceed at an estimated total cost of $12,300 with obligation of $10,500 additional federal funds. Reimbursement will be claimed on an actual cost basis.

We further request authorization to proceed with the work as of January 12, 1977 which is the date the University of Oregon started the site exploration phase.

JLG:re

Attachments

cc: Gary Potter
D. E. Swan

8606

Shaun — send copy to Hunter Terpin

UNIVERSITY OF OREGON
Museum of Natural History
EUGENE, OREGON 97403
telephone (code 503) 686-3033

January 6, 1977

Pieter T. Dykman
Environmental Section
Highway Division
Department of Transportation
416 State Highway Building
Salem, Oregon 97310

194
194A

Dear Mr. Dykman:

Attached is a proposed budget for the exploratory work on the Abert Lake Project. With our present thinking we will put a crew in the field in late March, then have the evaluations completed as soon as possible so that, if further work is necessary,we can present data for "National Register" nominations and obtain permits in time to complete work during summer 1977. I will plan to be in the field at least part of the time (if not during the entire session) to photograph, map, and gather the information for the National Register people.

We will plan to get together with the highway planning people as quickly as we possibly are able.

Sincerely,

David L. Cole
Curator of Anthropology

DLC:rb

RECEIVED
STATE HWY ENGR
JAN 12 '77
REFER TO
FOR
Dist. | Invest. | R/D | D/R | Sign | Act | File

PROPOSED BUDGET

ABERT LAKE SECTION - PIKES RANCH-ABERT LAKE

EXPLORATION PROJECT

Involves testing, collecting, mapping, and photographing twenty-five sites in the project area. The results will be used to determine further work required for the area.

WAGES:		
Field work: (incl. travel time)		
Principal Investigator 12 days at $72	864.00	
Field supervisor 12 days at $60.35	724.20	
Field workers 96 days at $26 avg.	2,496.00	
Laboratory work:		
Analysis and report preparation 1 mo. (22 days)	1,166.00	
Cleaning, cataloguing, typing, etc. 160 hrs. (20 days) at $2.56/hr.	409.60	
[162 man-days] Total Wages		5,659.80
Payroll assessment 15.6%		882.80
Total		6,542.60
TRAVEL:		
Mileage: 3 vehicles 2,800 mi. at .13¢ (avg.)	364.00	
Per diem: 120 days at $25.00	3,000.00	
Total travel		3,364.00
SERVICES & SUPPLIES:		
Film, notebooks, tools, printing reports, etc.		327.57
Indirect Costs 36.5% ($5,659.80)		2,065.83
		$12,300.00

8606

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

November 18, 1976

FROM: Donald L. Trout
Design Office Engineer

SUBJECT: Pikes Ranch-Valley Falls, N. Unit
Lakeview-Burns Highway
Lake County

TO: MEMO TO THE FILES

NOTED
E. S. HUNTER

An archaeological reconnaissance survey has been made on the above project that is currently on the March 24, 1977, letting schedule. The survey report is expected to be received in about two weeks. Indications from those making the survey are that this may be one of the most significant archaeological areas ever found in the state. There are many visible features such as walls and house pits. As soon as the survey report is received and reviewed, salvage can be authorized. Salvage efforts will depend on the amount to be salvaged, available manpower, weather, etc., and will probably take considerable time.

DLT:az
cc: E. S. Hunter
F. E. Terpin
Gary Potter

RECEIVED
STATE HWY ENGR
NOV 19 '76
REFER TO
FOR

8606 10-15-76 8

LETTER OF APPROVAL AND/OR AUTHORIZATION

RS-19-001(1)
STATE PROJECT NO.
Abert Lake Section

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. RS-75

COUNTY NAME: Lake

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 25 '76
REFER TO
Rulien
FOR

Info	Lnvs	R/D	D/R	Sitn	Agt	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	10-~~25~~-76 jjt	Secondary 19-001	Primary 49

GENERAL LOCATION:
US 395 Valley Falls to N.E. 17.6 miles.

GENERAL DESCRIPTION OF WORK:
Program change.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including archeological salvage for a revised TEC $111,000 - FF $95,200.
☒ OTHER (Specify)
Program change.

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's memorandum of 10-11-76, I approve the Program Change as shown below. Also, as requested, you are authorized to proceed with the work as shown above.

(1) Project Location and Termini: Changed to read "US 395, Valley Falls, N.E. 17.6 miles."
(2) Miles: Change to read "17.6."
(3) Character of Proposed Work: Change to read "Preliminary Engineering all phases including archeological salvage consisting of any or all of the three phases of work set forth in FHPM 7-7-4 (PPM 20-7)."
(4) Estimated Project Cost by Phases: To reflect the increased scope of work increase the total estimated cost to $111,000 with $95,200 Federal funds.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-15-76	D. K. Hansen	Division Administrator

FORM PR-1240 (REV. 8-72) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970-421-000

8606

October 11, 1976

TO G. L. Green
Federal Highway Administrator

FROM L. W. Rulien
Program Management Engineer

SUBJECT Minor Program Change
Project No. RS-19-001(1)
Lake County

We hereby request your approval of a minor program change to Item No. 75, Project No. RS-19-001(1), "Abert Lake Section", as indicated below to extend the northerly end approximately 6.6 miles and add archeological salvage.

(1) Project Location and Termini: Changed to read "US 395, Valley Falls, N.E. 17.6 mi."

(2) Miles: Change to read "17.6".

(3) Character of Proposed Work: Change to read "Preliminary Engineering all phases including archeological salvage consisting of any or all of the three phases of work set forth in FHPM 7-7-4 (PPM 20-7)."

(4) Estimated Project Cost by Phases: To reflect the increased scope of work increase the total estimated cost to $111,000 with $95,200 Federal funds.

We request, concurrent with approval of the program change, authorization to proceed with the additional preliminary engineering up through PS & E preparation including archeological salvage at an estimated additional total cost of $41,500 with an obligation of $40,900 in Federal funds.

Enclosed are two copies of form "Archeology Authorization" for the project for your approval. Upon approval please return one signed copy for our files.

We further request authorization to proceed with the work as of October 4, 1976, which is the date the U of O started the archeology exploration.

FHPM 7-7-2 requirements for the northerly extension of the project, i.e., FLH-1(-), Pikes Ranch-Albert Lake Section received FHWA concurrence on July 13, 1976 that it constitutes a nonmajor action.

One copy of the State Clearinghouse A-95 review letter of approval on the extension of the northerly end was previously submitted as Pikes Ranch-Abert Lake Section.

JLG:jb

Encl.

cc: Gary Potter
D. E. Swan

8606

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August 4, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM H. S. Coulter
Highway Engineer

SUBJECT Transfer of Public Lands Highway Funds

Oregon received an allocation of $1,540,000 for F.Y. 1975 for the Hogback Summit-Lake Abert Section of U.S. 395, FLH-RS-1(7). Because of a favorable bid, the project agreement was written for $1,113,437. Your Washington office deducted $250,000 leaving a balance of $176,563.

Oregon also received an allocation of $2,500,000 for F.Y. 1976 for the Pine Cr. Rd.-Beede Reservoir Section of U.S. 20, FLH-4(9). Because of a favorable bid, the project agreement amount was $2,410,000, leaving a balance of $90,000.

Oregon has now received an allocation of $2,500,000 for F.Y. 1977 for the North Unit, Pikes Ranch-Valley Falls Section of U.S. 395. The current estimated cost for this 8-mile section is $3,000,000. Our request for this project estimated the cost at $3,055,000.

Our unobligated balance from the F.Y. 1975 and F.Y. 1976 allocations is $266,563. We request that a transfer of this amount be made to the F.Y. 1977 allocation for the North Unit, Pikes Ranch-Valley Falls Section. This would permit us to construct the project more nearly as originally designed and intended in our application.

Your concurrence and approval is recommended.

DES:md

cc: F. B. Klaboe
L. W. Rulien
F. E. Terpin
J. H. Versteeg
E. S. Hunter

8606

8

July 19, 1976

Hon. D. R. Jones
State Representative
1461 N.W. 3rd Street
Ontario, OR 97914

Dear Denny:

Public Lands Highway Project
Lakeview-Burns Highway

I indicated I would advise you concerning the progress of our latest application for Public Lands Highway Funds to improve the Lakeview-Burns Highway. These funds are allocated to the states for specific requested projects on federal-aid routes that traverse federal lands.

We made application on April 14 for Public Lands Highway Funds to improve the eight-mile section from Pikes Ranch toward Valley Falls. The Federal Highway Administration has now approved that application and we hope to have the project ready for contracting in the spring of 1977.

Pikes Ranch - Lakeview Falls Rd. Co.

Sincerely,

H. S. Coulter
State Highway Engineer

DES:ljt ia

bc F. B. Klaboe
E. S. Hunter
L. W. Rulien
C. M. Williams

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 14, 1976

In reply refer to: 1041AD/710.16

SUBJECT: Allocation of Public Lands Funds for Obligation in Fiscal Year 1977

FROM: G. L. Green, Division Administrator

TO: Mr. H. Scott Coulter, State Highway Engineer

Oregon Public Lands Project, US 395 - Lake County, has been approved in the amount of $2,500,000.

On a nationwide basis, the amount of funds approved for some individual projects is less than the amount requested, in order to stay within overall funding limitations or to keep maximum project size within certain limits. It should be understood that additional Public Lands Funds may not become available to permit exceeding the above allocated amount. The State should, therefore, proceed under the assumption that additional Public Lands Funds for the approved project will not become available. When an excess of funds develops after a project is placed under agreement, the surplus is to be returned promptly.

During the remainder of FY 1976, efforts should be concentrated on placing under obligation the unused Public Lands Funds previously received. It is expected all Public Lands construction projects will be designed and placed under contract as promptly as possible.

For your general information, nationwide submissions included 104 projects, at a total estimated cost of $163.5 million. The nationwide program approved consists of 34 projects, totaling $35,199,000.

for G. L. Green

RECEIVED
STATE HWY ENGR
JUL 15 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8606 -f-

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

OFFICE OF THE ADMINISTRATOR

JUL 7 1976

IN REPLY REFER TO:

HNG-10

Honorable Al Ullman
House of Representatives
Washington, D.C. 20515

NOTED
E. S. HUNTER

Dear Mr. Ullman:

This is in further reply to your letter of May 10 supporting Oregon's request for Public Lands funds to improve an 8-mile section of the Lakeview-Burns Highway (U.S. 395) in the vicinity of Lake Abert. We acknowledged your letter on May 21.

We are pleased to inform you that $2,500,000 in Public Lands funds has been released to Oregon for U.S. 395. The State has advised us that work will begin in the near future.

We will continue to cooperate fully with the Oregon Department of Transportation in the expeditious completion of the funded improvement.

Sincerely yours,

Norbert T. Tiemann

Norbert T. Tiemann
Federal Highway Administrator

cy Rubien
7-15-76

RECEIVED
STATE HWY ENGR
JUL 15'76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8606

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bc: E. S. Hunter
L. W. Rullen
F. E. Terpin
C. M. Williams
(Reg. 4)

April 22, 1976

Honorable Al Ullman
House of Representatives
House Office Building
Washington, D.C. 20515

Re: Public Lands Highway
US 395 - Oregon

Dear Al,

On October 25, 1975 Mayor Skip Thornton of Lakeview wrote you concerning the need for improvement of the Lakeview-Burns Highway around Lake Abert.

In June of 1975 we let a contract for grading and paving a 7-1/2 mile section of the Lakeview-Burns Highway extending from Hogback Summit south to Lake Abert (this project is now over 50 percent complete). At that time, we did not have any state or federal funds available for further improvements to this highway.

On April 14, 1976 we submitted a request to the Federal Highway Administration for an allotment of Public Lands Highway funds to improve an additional eight miles of the Lakeview-Burns Highway from the north end of Lake Abert south towards Valley Falls. Public Lands Highway funds are allocated to the states by the Federal Highway Administration for specific projects. Our request will be reviewed and if it receives a high enough priority, will be approved.

I am advising you of our application in view of the interest you have previously expressed in this route.

Sincerely,

F. B. Klaboe, Administrator
and State Highway Engineer

DES:ljt
cc: Skip Thornton, Mayor
Lakeview, Oregon

April 14, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM F. B. Klaboe, Administrator
and State Highway Engineer

SUBJECT Application for Public Lands Highway Funds
Project FLH-1(8) "N. Unit, Pikes Ranch-Valley Falls Section"
Lakeview-Burns Highway (US 395) (FAS 19-001)
Lake County

We hereby apply for an allotment of Public Lands Highway Funds in the amount of $3,055,000 to be used for the improvement of a section of the Lakeview-Burns Highway, US 395 (FAS 19-001) in Lake County from mile point 73.35 to mile point 81.35, the latter mile point being 8.67 miles northeast of Valley Falls.

There is a critical need for modernizing this section. It is becoming very crucial and the 20-foot bituminous surfacing is exhibiting increasing distress. We have been unable to finance the correction of these conditions with other funds. The following outlines the basic information bearing on the application:

1. The existing facility is substandard in horizontal alignment, roadbed width, travelway width and surface stability throughout.

   a. The roadbed is generally 24 feet in width.

   b. The travelway consists of a 20-foot bituminous surface 3/4-inch in depth on a 6-inch rock base.

c. The gravel shoulders are generally 2 feet in width.

d. The present average daily traffic is 280 vehicles with a 20-year projection of 470 vehicles. Trucks comprise approximately 13 percent of the traffic volume with 45 percent of the trucks being 5-axle rigs.

2. The section under consideration is from the south end of Project FLH-1(7) at mile point 73.35 southerly 8.0 miles to mile point 81.35, which is approximately 8.7 miles north of Valley Falls.

The standards proposed for the reconstruction of this section are as follows:

Roadbed Width - - - - - - - - -	44 feet
Pavement Width - - - - - - - -	24 feet
Shoulders (paved) Width - - -	4 feet
Base - - - - - - - - - - - - - -	12 in. (aggregate grid rolled)
Leveling Course - - - - - - - -	2 in. (aggregate)
Wearing Surface - - - - - - - -	3 in. (Cold Mix A.C.)

The above design meets the minimum standards as set forth in the AASHTO "Geometric Design Standards for Highways Other than Freeways - 1969". This design matches the travelway width of the adjacent section to the north which is being constructed under Project FLH-1(7).

The design hour volume (DHV) is 40 vehicles for the proposed improvement.

3. The following information is furnished in justification of the proposed improvement:

a. The section is on a "main route", US 395, extending from the Canadian border north of Spokane, south to San Diego, a few miles north of the Mexican border. It is also the shortest route leading from a number of the larger places in southwestern Oregon and northern California to points in eastern Oregon, southern Idaho, Wyoming and Montana.

b. The service rendered is almost entirely service to through traffic, as the area through which the section passes is very sparsely settled; therefore, it generates no considerable part of the total traffic.

c. The section is used considerably in the transportation of livestock, this movement occurring principally in the fall and spring months when cattle are being moved between the summer range areas and the winter feed lots. Other commodities transported over the section are lumber, livestock feed, machinery and miscellaneous supplies.

d. This section of the highway has recurring surface failures throughout and is showing increasing signs of distress. These conditions can only be corrected by reconstruction of the section to the standards set forth above.

e. According to adopted standards for secondary highways, the present traffic justifies improvements to the standards proposed. The present average daily traffic is 280 vehicles (DHV of 40) for the section.

f. No state, local or federal funds, other than Federal Lands Highway Funds, are available or expected to be available soon in amount sufficient to finance construction of this section due to the need and greater demand for such funds on highways in more populous areas.

A sketch map is attached (4 copies) showing the section of the highway, in red, proposed for improvement.

In view of the information set forth, we wish to apply for Public Lands Funds, which will be supplemented with the necessary State funds to give the project continuity for the improvement of the highway section in the amount as follows:

	Hwy. or Route	MP to MP	Length-Miles Total	FLH	State	Funds FLH	State	Total
N. Unit, Pikes Ranch-Valley Falls	FAS-19-001 (US 395)	73.35 to 81.35	8.0	7.66	0.34	$2,925,000	$130,000	$3,055,000

We anticipate that this project can be advertised for contracting by October 1976. The location work is progressing satisfactorily on this section. An environmental assessment will be prepared for this section and it is anticipated that because of the section's location in a remote part of the State, the assessment will find the proposed action is non-major, not requiring any further environmental statement.

It is our belief this proposed project meets all of the established criteria for financing with Public Lands Highway Funds and we request that an allotment in the amount set forth hereinabove be made to Oregon for the next available funds.

Attachment

cc: E. S. Hunter
R. L. Schroeder
L. M. Rullen
F. E. Terpin
J. H. Verstoeg
D. N. Harwell
D. E. Swan

DES:ljt

Copy of Map in Project Management

RILEY - VALLEY FALLS SECTION

LAKEVIEW-BURNS HIGHWAY

LAKE AND HARNEY COUNTIES

PROJECT NO. FLH 1

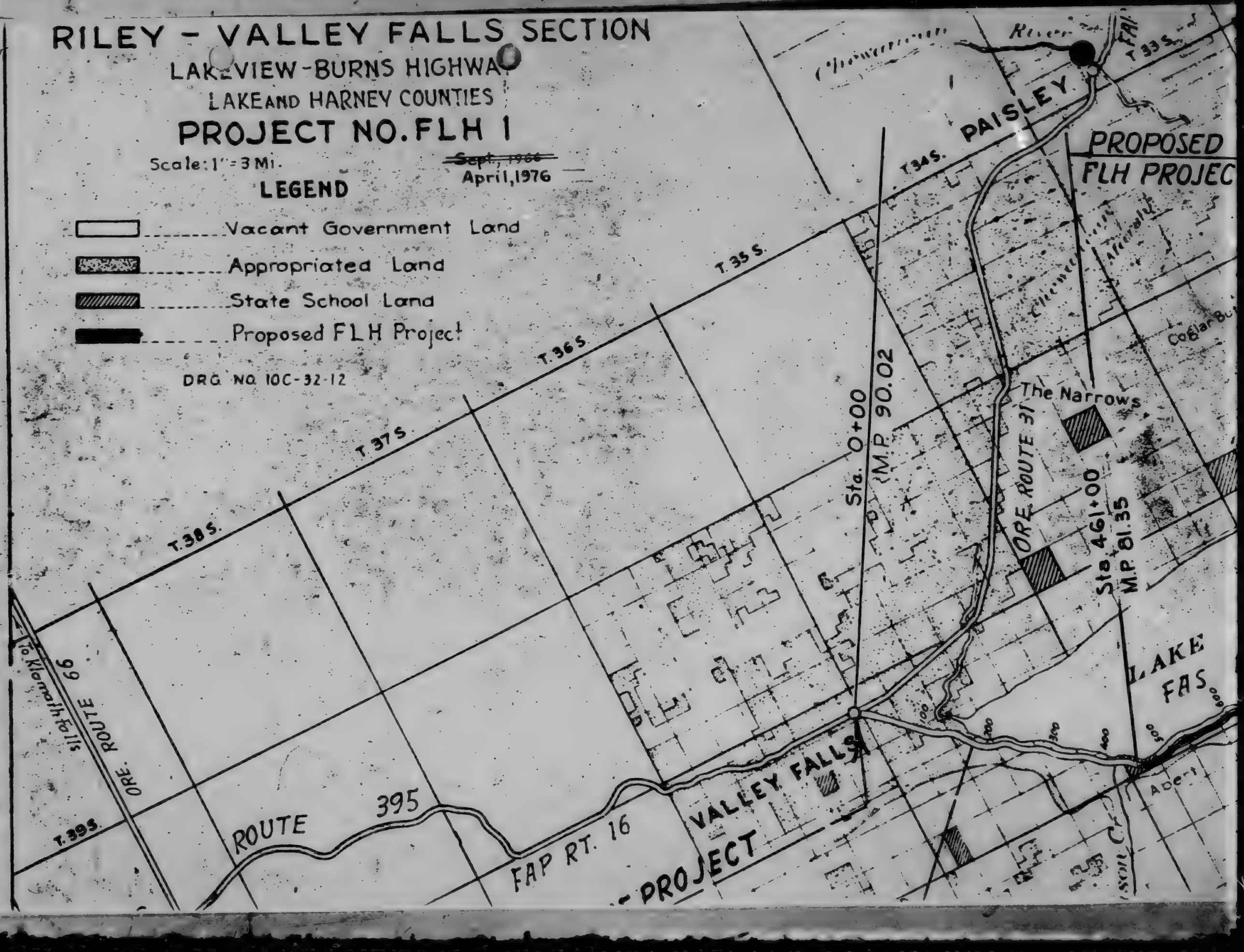
Scale: 1" = 3 Mi.

~~Sept., 1966~~ April, 1976

LEGEND

- Vacant Government Land
- Appropriated Land
- State School Land
- Proposed FLH Project

DRG NO. 10C-32-12



OPOSED
PROJECT

FLH-1(7)

FLH-1(6)

FLH -1(5)

T 31 S

R 20 E

T 30 S

T 29 S

21 E

33 S

Sta. 880+00
MP 73.35

Sta. 1280+00
MP 65.63
B=65.75A

Sta. 1482+79.3
M.P. 62.0

Coblar Butte

X L Ranch

Jug Mtn

Cuchre Bu

Van Arta Bu

Alkali Lake

Juniper Mtn

Grays Bu

Rim

Abert

LAKE ABERT
FAS RT. 19-001
~~405~~

US ROUTE

DRY

1166+33 = 7 =
163+00 = 0 =

Sta. 4484+48
Squaw
Peterson Ranch
Wasontire
Wasontire M'n
Horse Heac M'n
Little Juniper M'n
Grays Bu
U.S. ROUTE 395
DRY VALLEY
HARNEY CO.
LAKE CO.
M.P. 37.0
Sta. 2795+44
T.23S.
T.24S.
T.25S.
T.26S.
T.27S.
R.22E.
21E
4300
4200
4100
4000
3900
3800
3700
3600
3500
3400
2300
2500
2600
2700
2800
2900
3000
3100
3200

Wagontire
Wagontire M'n
Juniper Ridge
Peterson Ranch
LAKE CO.
HARNEY CO.
T.26S
T.25S
T.24S.
T.23S.
R24E
R25E
R26E
3616+53
25+95
3100
3200
3400
3500
3600
3800
4000
4100
4200
4300
4400
4500
4600
4700
Squaw
Sta.4484+48
M.P. 5.59
FLH-I(4)
Gap Ranch
ROUTE 20
FAP RT. 21
Sta.4765+48.6
M.P. 0.00
Chickahominy
Silver
4765+48.6
MP 0.00
END OF PROJECT
FLH 1
RILEY
FAP RT. 205
U.S. ROUTE
395

8606 1-21-76 9

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-19-001(1)

STATE PROJECT NO. Abert Lake Section

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. RS-75

COUNTY NAME Lake

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
JAN 23 '76
REFER TO

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	1-21-76	Secondary Route 19-001	Primary Route 49

GENERAL LOCATION:

US 395 Valley Falls to NE 11.0 miles

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at a total estimated cost of $69,500 - federal funds $54,300.
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 1-21-76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 12-26-75 letter you are authorized to proceed with the work as shown above.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-21-76	C R Burghardt for	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 1-21-76

BY (Signature): L. W. Rulien's 12-26-76 letter

TITLE: Project ManagementEngineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ____ THRU ____		STAGE 2 ITEM NOS. ____ THRU ____		FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)	
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST		Location	Work
75	RS-19-001(1)	11.0	69,500	54,300	Abert Lake Section. Lake County-State of Oregon	Preliminary Engineering

RECEIVED JAN 23 '76 REFER TO Rulien

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		1-21-76	for G. L. Green, Division Administrator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-45 (Rev. 5-71)

GPO 915-890

8606

~~PRO 6-2~~

December 26, 1975

TO Executive Department
Federal Aid Coordination Unit

FROM L. M. Rulien
Project Management Engineer

SUBJECT Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Rural Secondary project.

Item No.	Project No.	Section Name & PNRS No.
75	RS-19-001(1)	Abert Lake Section #7507-2-210

CL:md

Encl.

cc: D. E. Swan
J. L. Gaither

8606

8

~~PRO~~ 6-2

December 26, 1975

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RS-19-001(1)

We are submitting program data for one project, Item No. 75, Project No. RS-19-001(1), "Abert Lake Section", which we desire to have included in the Federal-Aid Rural Secondary Highway Program.

We request, concurrent with program approval, authorization to proceed with the preliminary engineering up to PS & E preparation at an estimated total cost of $60,000 with federal funds of $46,900.

One copy of the State Clearinghouse A-95 review letter of approval was previously submitted.

Encl.

CL:jb

cc C. M. Williams (Region 4)

TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-81)

12-26-75

FEDERAL-AID PROGRAM DATA

CARD 2	REPORT NUMBER: 1	PROJECT LOCATION (45 typewriter spaces): US 395, Valley Falls, N.E. 11.0 Mi.		ADT	PRESENT: DHV-50 280	FUTURE: 500	YEAR: 95	REGION: 10	STATE NAME: Oregon				
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): Preliminary Engineering	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S): RS-	NUMBER: 19-001			
CARD 4	CLASS OF FEDERAL FUNDS: Rural Secondary								COUNTY NAME: Lake				
	NAME OF URBAN AREA: - -								ROUTE NO. S	FEDERAL-AID: 19-001	STATE: 49	U.	39

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53	US 395, Valley Falls to N.E. 11.0 miles.	(54) (58)	(59) (66)	(67) (70)		
5					PE			11.0	69,500	54,300	15,200	
5					ROW							
5					CONST (CODE)		"Abert Lake Section"					
							PROJECT TOTALS	11.0	69,500	54,300	15,200	

CARD 1	CODE 1	PREPARED BY: CL	(16)	(23)	(24)	(33)	REMARKS
1	14	PROGRAM APPROVAL DATES					

FORM PR-1 (REV. 4-61)

12-26-75

FEDERAL-AID PROGRAM DATA

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
395, Valley Falls, N.E. 11.0 Mi.	ADT	DHV-50 280	500	95	10	Oregon	41	075	75

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
eering								RS-	19-001(1)			

Rural Secondary

COUNTY NAME: Lake — CODE: 037

ROUTE NO. S — FEDERAL-AID: 19-001 — STATE: 49 — U.S.: 395

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		US 395, Valley Falls to N.E. 11.0 miles.	11.0	69,500	54,300	15,200		Preliminary Engineering all phases.
OW								(Future const. on existing alignment to provide two 12' lanes A.C. pave., 4' shldrs.)
ONST (CODE)		"Abert Lake Section"						ROW - 120' minimum; Access Control - none; Parking Restrictions - none.
	CL	PROJECT TOTALS	11.0	69,500	54,300	15,200		

PROVAL DATES

REMARKS

-over-

ABERT LAKE SECTION

PROJECT NO. RS-19-001(1)

Existing Facility: 20-foot bituminous surface with 2-foot shoulders.

Adjacent Facilities:

S.W. End - Jct. with SR 31; 24-foot A. C. surface with 4-foot shoulders.
N.E. End - 20-foot bituminous surface with 2-foot shoulders.

Project Data: Work under this project consists of preliminary engineering all phases for the future reconstruction necessary to widen and overlay the existing facility to provide two 12-foot lanes high-type pavement with 4-foot shoulders, and revisions of slopes and roadway features to improve safety for the traveling public.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on June 5, 1975.

IM 50-1-70 Requirements:

a.) State Clearinghouse - A-95 review letter of approval dated August 14, 1975.
b.) District 11 Clearinghouse - No functioning clearinghouse.

FHPM 7-7-5 Requirements: In conformance with the Oregon Action Plan, Federal Statutes and regulations.

Data for PR-37:

Preliminary Engineering - - - - - - - Field Work
- - PS & E Preparation

Total

Note: This project is in Congressional District No

ABERT LAKE SECTION

PROJECT NO. RS-19-001(1)

20-foot bituminous surface with 2-foot shoulders.

with SR 31; 24-foot A. C. surface with 4-foot
lders.
oot bituminous surface with 2-foot shoulders.

under this project consists of preliminary engi-
or the future reconstruction necessary to widen
ting facility to provide two 12-foot lanes high-
-foot shoulders, and revisions of slopes and
improve safety for the traveling public.

rts, Railroads, Water Developments, Historical
as: None involved.

nts: Nonmajor action project concurred in by
.

nts:

ringhouse - A-95 review letter of approval dated
1975.
l Clearinghouse - No functioning clearinghouse.

nts: In conformance with the Oregon Action Plan,
regulations.

Data for PR-37:

Preliminary Engineering - - - - - - - Field Work	$60,000
- - PS & E Preparation	9,500
Total	$69,500

Note: This project is in Congressional District No. 2.

8606

8

FORM E-90X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE December 15, 1975

TO Carl M. Williams
Regional Engineer

FROM E. S. Hunter
Deputy State Highway Engineer

SUBJECT Pikes Ranch-Valley Falls Section
Lakeview Burns Highway

You are correct in advising Mayor Thornton of Lakeview that the Highway Division has no unobligated Federal Lands construction money.

In addition, we are counting on early completion of the location survey of the Pikes Ranch-Valley Falls Section in order plans and specifications can be available for a possible reallocation of FLH funds in the spring of 1976.

cc F. B. Klaboe
H. S. Coulter (enc.)
L. W. Rulien "
J. H. Versteeg "
Victor Wolfe "

ESH:ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701

December 12, 1975

FILE: LOC 17

FROM: Carl M. Williams
Regional Engineer

SUBJECT: Pikes Ranch-Valley Falls Sec.
Lakeview-Burns Highway

TO: E. S. Hunter
Deputy State Highway Engineer

NOTED
E. S. HUNTER

Lane Thornton, Mayor of Lakeview, has written Rep. Al Ullman about reconstruction of this portion of the highway. United States DOT has replied to Mr. Thornton and asks him to work with the Highway Division.

Mr. Thornton called me this week and indicated that he felt that there were Federal Lands Funds available that we had not applied for.

I told Mr. Thornton of how receptive you were to completing the survey on this road and that we were going to try to do the survey this winter. I told them that we had not applied for funds on this section and that I was sure we had not left available funds un-obligated.

If you could permit me to reassure the Mayor on this matter, I will keep him informed of the progress toward this project.

CMW:mr

enclosures

RECEIVED
STATE HWY ENGR
DEC 12 '75
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8606

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

NOV 19 1975

IN REPLY REFER TO:

HNG-10

Honorable Al Ullman
House of Representatives
Washington, D.C. 20515

NOTED
E. S. HUNTE

Dear Mr. Ullman:

Your communication of October 30 to the U.S. Department of the Interior has been referred to the Federal Highway Administration (FHWA), Department of Transportation, for reply. You enclosed a letter from Mayor Skip Thornton of Lakeview, Oregon, regarding Federal funds for the improvement of the Lakeview-Burns Highway (U.S. 395) around Lake Abert.

Federal-aid highway funds are apportioned to the State each year in accordance with formulas adopted by Congress. These funds can participate in the cost of constructing or improving roads on the Federal-aid highway system, but there are never enough funds for all necessary work. Under the governing legislation, the State establishes priorities for use of the available funds in each category of Federal assistance, and is also responsible for initiating, planning, and constructing all Federal-aid highway projects. The role of the FHWA is one of approval or disapproval of projects submitted by the State.

The portion of the Lakeview-Burns Highway passing through land under the jurisdiction of the Federal Bureau of Land Management would be eligible for improvement with Public Lands funds. These funds are authorized for use on those main Federal-aid highways through unappropriated or unreserved public lands, nontaxable Indian lands, or other Federal reservations. Early this spring, we requested the States to submit projects for consideration under this program, and available funds were recently released to the projects found to be of highest priority. Oregon did not include a request for U.S. 395 in its submission, but the FHWA released $2.5 million to the State for improvement of a requested project on U.S. 20 northeast of Buchanan.

NOTED
H.S.COULTER

RECEIVED
DEC 1 1975
Office of
Assistant State Highway Engineer

RECEIVED
DEC 4 1975
OREGON DIVISION

RECEIVED
STATE HWY ENGR
NOV 26 '75
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy Ruliew
12-1-75

Our field representatives have advised us that they have not received a request for regular Federal-aid funding of a project on this route. We suggest that Mayor Thornton continue working with the officials of the Oregon State Highway Division, who could advise him on the availability of funds and the priority the improvement of U.S. 395 might receive.

If we can be of further assistance, please let us know.

Sincerely yours,

JOSEPH W. BURDELL, JR.

for H. A. Lindberg
Associate Administrator for
Engineering and Traffic Operations

Enclosure:
Transmitted Correspondence

Congress of the United States

House of Representatives

Washington, D.C.

October 30, 1975

Congressional Liaison
Department of Interior
Washington, D.C. 20240

Sir:

The attached communication is sent for your consideration. Please investigate the statements contained therein and forward me the necessary information for reply, returning the enclosed correspondence with your answer.

Yours truly,

Al Ullman, M. C.

AU/aw

United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

ACTION
CONTROL NO.
28558
SIRS S-10

MEMORANDUM TO: Department of Transportation

The attached correspondence was directed to the Office of the Secretary of the Interior. Upon review, it appears that the subject matter dealt with in the correspondence comes under jurisdiction of your agency. We are taking the liberty of referring this correspondence to you for further reply.

Sender: Al Ullman
House of Representatives

Subject: October 25, letter from Skip Thornton concerning Lakeview-Burns Highway around Abert Lake.

U.S. DEPT OF TRANSPORTATION
NOV 5 11 3:16
MESSENGER STATION EXECUTIVE SECRETARIAT

Assistant Staff Secretary

cc: Honorable Al Ullman

Note to Sender:

Please contact the agency mentioned above for further information regarding this matter.

Telephone (503) 947-2029

Town of Lakeview

525 FIRST ST. NORTH
LAKEVIEW, OREGON 97630

October 25, 1975

The Honorable Al Ullman
House of Representatives
Washington, D. C.

Dear Al

In conversations with our State Highway Department engineers we have expressed concern with the Lakeview-Burns Highway around Abert Lake. They have indicated to us that since this highway is surrounded by BLM lands that federal monies might be available to rebuild this narrow stretch.

I know you have driven this road several times and via the grape vine I understand that you were very concerned with the poor condition and the narrowness of the paving. Stock trucks can barely pass each other going in the opposite directions. State aid on this road is several years in the future--in fact, the aid is almost invisible in the goals now invisioned.

I would appreciate it if you could give us any advise on this matter and inform us as to the proper chanels by which we could approach the Federal agencies for help.

Thank you in advance for your help.

Sincerely

Skip Thornton, Mayor

8606

8

AN EQUAL OPPORTUNITY EMPLOYER

EXECUTIVE DEPARTMENT

INTERGOVERNMENTAL RELATIONS DIVISION

240 COTTAGE STREET S.E. • • • • SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

STAFFORD HANSELL
Director

August 21, 1975

L. W. Rulien
State Highway Division, ODOT
State Highway Building
Salem, Or 97310

Dear Mr. Rulien:

Re: Abert Lake Section, District 11 7-10-75
PNRS #7507 2 210
and Snake River Bridge, District 14 7-10-75
PNRS #7507 2 200

BEN GIFFORD

The State Clearinghouse has received additional comments on the Abert Lake Section and Snake River Bridge projects from the Department of Land Conservation and Development subsequent to issuance of their original sign-off letters of August 14, 1975. The Department of Land Conservation and Development commented identically on these projects as follows:

RECEIVED
STATE HWY ENGR
AUG 26 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ADDITIONAL COMMENTS: The Department of Land Conservation and Development Commission's Statewide Planning Goals and Guidelines should be reviewed to insure that this project is in compliance with the appropriate Grants. The two primary goals that should be considered are Transportation and Air, Water and Land Resources Quality.

A copy of this letter should be forwarded to the federal funding agency as required by OMB A-95.

Sincerely,

William H. Young
Administrator

RECEIVED
STATE HWY ENGR
AUG 28 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

WHY:lh
8/25/75

cc: G. L. Green, FHWA
F. B. Klaboe
Victor Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, County/City
B. L. Gifford
D. E. Swan
J. L. Gunter
C. K. Ansell
C. M. Williams, Reg. 4
W. E. Schwartz, Reg. 5
Aeronautics Division

PROJECT MANAGEMENT
Routing | Action | Info
P.M. Engineer
Proj. Dev. Engr.
Office Engr.
County-City
Federal Aid
Inventory-Needs
Mileage Control
P. & S. Schedule
Remarks
AUG 21 1975

8606

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Div.

PROJECT TITLE: Abert Lake Section

DATE: August 14, 1975

The state has reviewed your project and reached the following conclusions:

8/21/75

cc: G.L. Green,FHWA
F.B. Klaboe
Victor Wolfe
J.B. Boyd
R.E. Royer
J.H. Versteeg
Gary Potter
County/City Unit
B.L. Gifford
J.L. Gunter
C.M. Williams
Aeronautics Div.
D.E. Swan

[ ] No significant conflict with the plans, policies or programs of state government have been identified and ~~your proposal is endorsed as presented~~. (xx)

[ ] Relevant comments of state agencies are attached and should be considered in the final design of your proposal. (xx)

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

[1 2 0 1 - - 2 1 0]

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
AUG 21 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

BEN GIFFORD
8.10.75

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 10, 1975

TO: Executive Department
Federal Aid Coordination Unit

Klamath-Lake Planning and
Coordinating Council
Lake County Courthouse
Lakeview, OR 97630

FROM: George N. Hopkins
Project Development Engineer

SUBJECT: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 11
Abert Lake Section
Lakeview-Burns Highway
Lake County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intents for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be August 15, 1975.

Attachment

BLG:dc

cc: G. L. Green, FHWA
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
J. L. Gunter
Carl M. Williams
Aeronautics Div.

Form 81-734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | Page One

02 — 12] APPLICANT: State Highway Division [45] | 46] DIVISION: Dept. of Transportation [79]

03 — 12] APPLICANT ADDRESS STREET: State Highway Building [45] | 46] CITY: Salem [60] | 76] ZIP: 97310 [80]

04 — 12] CONTACT PERSON: L. W. Rullen [45] | 46] AREA CODE: 503 [48] | 49] PHONE: 378 [55] | 56] EXTENSION: 6563 [59]

01 — 12] PROJECT TITLE: Abert Lake Section | District 11 [71]

11 — 12] PROJECT LOCATION—CITY: Lakeview-Burns Highway | PROJECT LOCATION—COUNTY: Lake | PROJECT LOCATION [79] SEC: -- T: 33,34S R: 22E

05 — SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 — 12] This project (approx. 11.0 miles in length consists of preliminary engineering, acquisition of right-of-way, grading, paving, and incidental work required to [71]

07 — 12] reconstruct the existing facility to a roadway with two 12-foot travel lanes [71]

08 — 12] with 4-foot shoulders. Vertical and horizontal improvements will be considered. [71]

09 — 12] (see the attached assessment for additional details) [71]

10 — 12] [71]

12 — AMOUNT REQUESTED—FEDERAL FUNDS | NON-FEDERAL MATCHING FUNDS | OTHER | TOTAL

12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
1,950,000	---	550,000	---	---	2,500,000

13 — 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79]

14 — 12] FEDERAL PROGRAM TITLE: Title 23 USC Highways [71]

15 — 12] FEDERAL AGENCY NAME: U.S. Dept. of Transportation [45] | 46] FEDERAL SUB-AGENCY NAME: FHWA [79]

17 — (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes [X] 29 No ☐ 30 Date: July 10, 1975

(D) REVIEW REQUIRED by A-95: Yes [X] 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No [X] 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42]: August | 43] DAY [44]: 15 | 45] YEAR [46]: 1975

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date March 12, 1975

A. PROJECT IDENTIFICATION

Name of Project Abert Lake (Section) RS-19-001(-)

Location of Project Lakeview-Burns (Highway Name) 49 (Highway No., US - ORE) U.S. 395

None (City) Lake (County) IV (Region)

Program (possible converstion to Federal Aid) Bond (Funding) $2,500,000. (Estimated Cost) 19-1303 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: Prepare plans, specifications and estimate of cost for improving the vertical and horizontal alignment along Lake Abert.

Origin and History: This section was submitted by the District 11 C.O.G. as one of its proposed Bond Projects.

C. DESCRIPTION OF PROJECT

Length 11.00 miles

Termini M.P. 79.0 to M.P. 90.0, which is at the Valley Falls Junction.

Alignment ☐ New ☐ Existing ☒ Combined with minor changes in horizontal and vertical alignment.

CATEGORY 3 PROJECT
NON-MAJOR

(Form (1) 9-74)

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans. Not presently a part of the six year program. This project carries a priority 7 & 7A as recommended by the Klamath/Lake Planning and Coordinating Council.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: July 10, 1975

VI. If project includes state funds (12C), identify agency State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $_____	%____ $_____	%____ $_____
Second Year	%____ $_____	%____ $_____	%____ $_____
Third Year	%____ $_____	%____ $_____	%____ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a category 3 project of non-major environmental impact according to Oregon's Action Plan.

This project is proposed by the State Highway Division in cooperation with the District Eleven Council of Governments.

Additional right-of-way will be required throughout the project. Public hearings may not be required, however public hearings will be offered.

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date March 12, 1975

A. PROJECT IDENTIFICATION

Name of Project Abert Lake (Section) RS-19-001(-)

Location of Project Lakeview-Burns (Highway Name) 49 (Highway No., US - ORE) U.S. 395

None (City) Lake (County) IV (Region)

(possible converstion to Federal Aid)

Program Bond (Funding) $2,500,000. (Estimated Cost) 19-1303 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: Prepare plans, specifications and estimate of cost for improving the vertical and horizontal alignment along Lake Abert.

Origin and History: This section was submitted by the District 11 C.O.G. as one of its proposed Bond Projects.

C. DESCRIPTION OF PROJECT

Length 11.00 miles

Termini M.P. 79.0 to M.P. 90.0, which is at the Valley Falls Junction.

Alignment ☐ New ☐ Existing ☒ Combined with minor changes in horizontal and vertical alignment.

CATEGORY 3 PROJECT

NON-MAJOR

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) It is estimated that additional right of way will be required throughout the project.

Typical Section Presently proposed to be two twelve foot travel lanes with four foot paved shoulders each side with 4:1 surfacing slope. (Subject to Change)

Structures None

Characteristics (ADT) M.P. 89.92 = 280 ADT in 1973, projected to 620 ADT in 1993.

Other General Information (or Supplemental information to items)

Project Sketch Map is Attached: [ ] Yes [X] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

The use of AASHO standards will be made if such action is necessary.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [ ] Not Required [X] Likely Required [ ] Recommended

Type Corridor/Design Tentative Date(s) February, 1978

A-95 Review: [ ] Not Required [XX] Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The project begins at Valley Falls, about 4500 feet above sea level on the bed of prehistoric Lake Chewaucan (which was 350 feet deep in places). Lake Abert, a remnant of Lake Chewaucan, is encountered approximately four miles to the northeast, and the road skirts this alkaline lake for the remaining seven miles of the proposed project. Lake Abert is heavily used by migrating waterfowl, but the alkalinity of the water discourages fish. The land vegetation is dominated by sagebrush and rabbitbrush, and desert saltgrass is common near the lake. The project closely follows the fault-line at the base of the Abert Rim - a steep fault scarp of relatively recent origin. Abert Rim is made up of Steens Basalt, which dips eastward toward Warner Valley (another graben). Average annual rainfall is approximately 12 inches. The January mean minimum temperature is 16 degrees, and the July mean maximum is about 88 degrees. *The typical material in the southern portion is lacustrine (Fine) deposits of silts and sand, while massive basalt talus is encountered along Lake Abert.*

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)
Though much of the land in this area is open range, the southern part of the project near Valley Falls Junction does have some land use for pasture and hay crops. There is no industry in the area and the agriculture is extensive, so there is no noticeable pollution. Lakeview - 23 miles south and 2,800 population - and Paisley - 16 miles west, population 260 - are nearest cities.

The only utilities within this section are located near the southerly terminus. No conflict is anticipated with these facilities, power and telephone.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: Right of way, if required, would consist of strip widening only. Some cultivated land would be necessary in the Valley Falls area. Balance of the project would be dry grazing land only. No damages would accrue as a result of the taking. The number of owners affected would be small, due to the large size of typical land holdings.
   Consequences:

   None.

2. Estimated Changes in Traffic Patterns:

   None

   Consequences:

   N/A

3. Estimated Changes in Land Use:

   None

   Consequences:

   N/A

4. Expected Adverse Effects on Natural Ecological Resources:
   Moderate.

   Consequences:
   Some shoreline habitat for waterfowl may be lost, due to filling and slightly revised alignment. Waterfowl habitat is not generally common in eastern Oregon.

5. Expected Adverse Effects on Cultural and Scenic Resources:

   Minor

   Consequences:
   There should be no economic or cultural impacts, but some negative esthetic impacts will result from the new cuts and fills required during construction.

6. **Preliminary Identification of Areas of Critical Environmental Concern:**

Potential for loss of waterfowl habitat will be an area of concern, and must be monitored. However, considering amount and quality. The loss of waterfowl habitat is not considered significant.

7. **Potential for Controversial Issues:**

The only possibility for controversy exists in the high regard that some people have for waterfowl (and other wildlife) habitat.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION - Minor involvement, primarily to provide habitat insurance.

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist		X	
Urban Economist			
Water Quality Spec.	X		
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist	X		

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

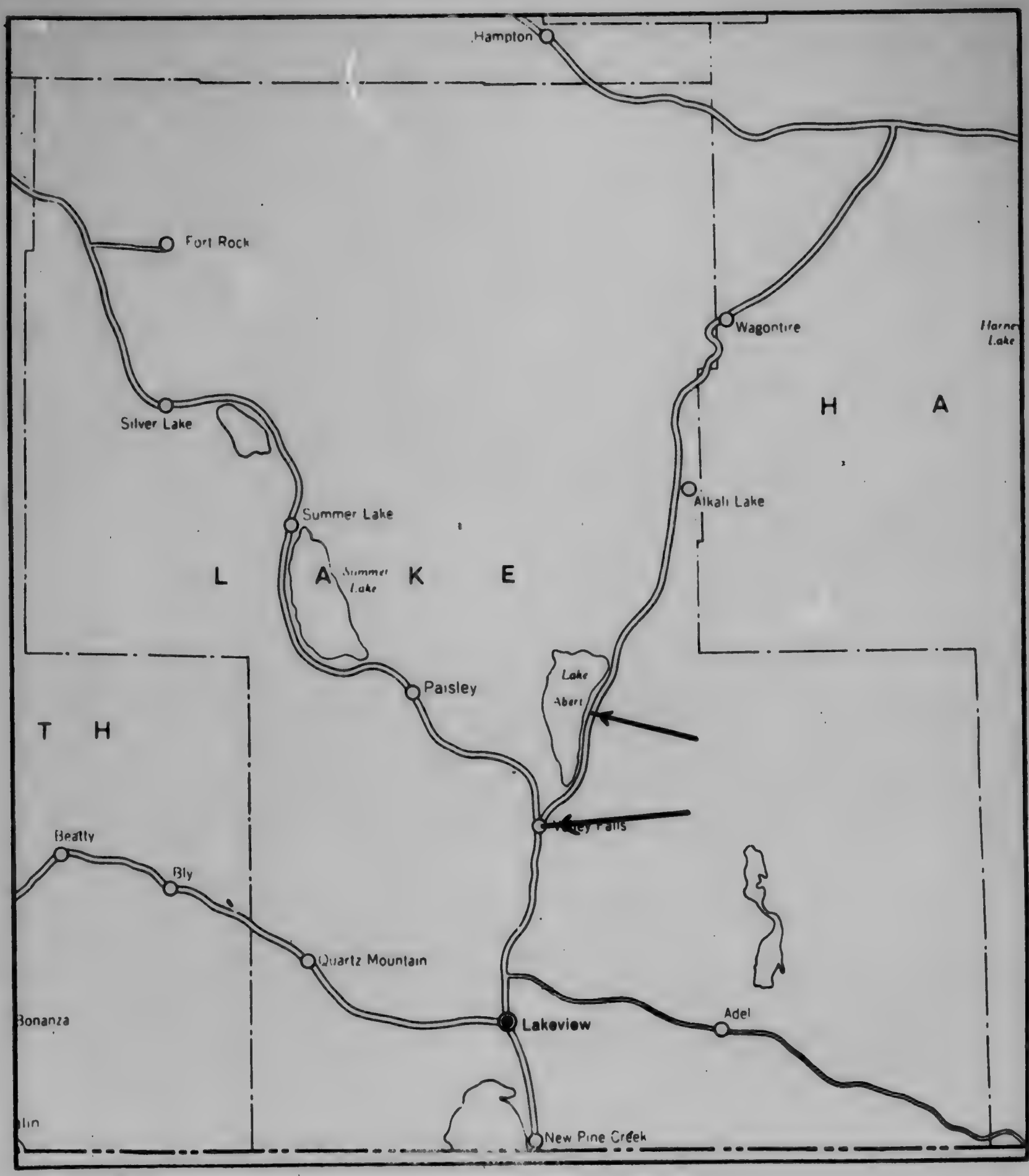
MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

- ☐ Draft EIS
- ☐ Final EIS
- ☐ Supplemental Draft EIS
- ☐ Supplemental Final EIS
- ☐ Section 4(f)
- ☐ Negative Declaration
- ☐ State-Wide Negative Declaration
- ☐ Other _____

In accordance with Chapter I, Title 23, CFR, Part 771, this project is deemed to be a non-major action.

Abert Lake Section
Lakeview-Burns Highway
Lake County



8606

8

Form 81-724-5080

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

June 12, 1975

FILE: ~~PRO 4-3~~

FROM: L. W. Rulien
Project Management Engineer

SUBJECT: Project Assessment
Abert Lake Section
Lakeview-Burns Highway
Lake County

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
County/City Unit
D. E. Swan
B. L. Gifford
Region 4 : C. M. Williams
District 11 : J. L. Gunter

APPROVED
E.S.H.
E. S. Hunter
Date 6-16-75

RECEIVED
JUN 13 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

6-17-75
ORIGINAL TO
L.W. Rulien
w/att.

8606

Form FHWA 121 (Rev. 8-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 5, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon RS-19-001(-)
Abert Lake Section
Lakeview-Burns Highway
Project Assessment

194
194A

FROM: G. L. Green, Division Engineer

NOTED
E. S. HUNTER

TO: Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's March 17 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action. It should be noted that comment 4 on Page 4 - "Waterfowl habitat is not generally common in eastern Oregon" - could be misleading in that much of eastern Oregon is part of the Pacific flyway and portions of eastern Oregon have large waterfowl populations.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

RECEIVED
STATE HWY ENGR
JUN 6 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

William L. Kyger
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)

L. JONES

6-11-75
ORIGINAL TO
L.W. Rulien
to handle.

RECEIVED
JUN 9 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8606

8

194
194A J

April 10, 1974

Ms. Ann Tracy
Route 4, Box 480
Lakeview, OR 97630

Dear Ms. Tracy:

Thank you for your recent letter expressing concern about US395 along Lake Abert.

As you may know, funds for improving our highway system are never adequate to fill our needs, so it is necessary to establish priorities for reconstruction. To do this, a continuing needs study is maintained to help set forth guidelines for improving the highway system in areas where it will have the highest impact. The needs index includes factors such as traffic volume, width of highway, and amount of curvature on a given section. On a needs index scale of 0 to 11,000, the section of US395 from Valley Falls north to the Harney County Line has an index rating of 21. This low rating is primarily caused by the low traffic volume.

A look at some statistics may be of interest. The following are 1973 average daily traffic counts at four southern Oregon locations:

ADT	HIGHWAY
280	US395 - Lake Abert
3,200	US95 - Chemult
16,000	I-5 - Roseburg
4,000	US101 - Bandon

The latest accident rate study indicates 1.28 accidents per million vehicle-miles driven on the section between Valley Junction and the Harney County Line as compared to the statewide average of 3.69 accidents per million vehicle-miles. The 1.28 accident rate is comparable to the accident rate of our Interstate freeways of 1.26 per million vehicle-miles.

The 1973 Legislature authorized sale of $150 million in bonds to meet some of the most critical highway needs, and the Highway Division has requested each district's Council of Governments to submit a list of locally prioritized projects.

You may wish to contact the Klamath-Lake Planning and Coordinating Council and suggest that this section of highway be considered on their list of projects to be improved. Their address is Lake County Courthouse, Lakeview 97630.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc: F. B. Klaboe
E. S. Hunter
R. L. Schroeder (Enc.)
H. S. Coulter
L. W. Rulien

CRN:dg kmb

RECEIVED
STATE HWY ENGR
MAR 13 '74
REFER TO
Comptr
FOR
Info | Trans | Engr | Sec | Sec B | Mtce | File

Rt. 4 Box 480
Yakuiew, Ore
March 11, 1974

RECEIVED
MAR 14 1974
Office of
Assistant State Highway Engineer

State Highway Commission
Salem
Oregon

Gentlemen:

I make several trips a week on State highway 395 along Abert Lake in Lake County, and each time it becomes more difficult for me to understand why that highway is not being reconstructed. It is in increasingly bad condition, curvy, narrow and bumpy. My husband and brother-in-law are often driving on it in trucks with hay & machinery, and I am worried about an accident constantly.

I observe many drivers who are unfamiliar with the highway driving well over the yellow line into the wrong lane especially when they are traveling south. It is a frightening road even for someone who is familiar with it.

I think the 24 miles along Abert Lake should be made a high priority highway for rebuilding. It is a disgrace to the State of Oregon as well as a hazard.

Sincerely,
Ann Stacy

8607 1st Ave.-Pac. Hwy. (Eugene) 197
Sec. of Eugene-Springfield Hwy.
(Grading, paving, barriers & signing)

8627

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 : 820

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

4-9 8c

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Lane	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
April 9, 1980	T. P. Lowe, Area Engineer		I-IR-105-4(117)197
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
April 8, 1978	4/25/79	100 %	100
APPROVED EXTENSIONS	**LOCATION**		
	See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

FIRST AVENUE - PACIFIC HIGHWAY SECTION

Eugene-Springfield Highway

Safety Work

The project provided for safety revisions brings this section to current standards. Modification to roadway slopes, signs, illumination, guardrail, and median barrier were made.

RECEIVED
STATE HWY ENGR
APR 11 '80
REFER TO
Keasey
Info | Inves | D. | Stat | Act | File

4/14/80
cy

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed by T. P. LOWE		SIGNATURE: Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE: Area Engineer	DATE: 4/9/80	TITLE: Field Operations Engineer	DATE: 4/11/80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8607

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 24, 1979

FILE: CON 5 #8607

FROM: M. D. Glenn
Quality Control Engineer

TO: MEMO TO FILE

SUBJECT: 1st Avenue-Pacific Highway
FAP No. I-IP-105-4(117)197
Contract No. 8607
Recomputed Price Adjustment for
Non-Spec A.C. Mixtures

A recomputed price adjustment for A.C. materials on this project is not required per our March 1978 agreement with FHWA. All materials were in substantial compliance with specifications.

MDG:fr

cc: H. S. Coulter
FHWA
Alfred Shirley
Ellis Jones
Bob Church
John Jenkins
Jim Kinns - Accounting
Test File

RECEIVED
STATE HWY ENGR
JUL 25 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

3607

May 31, 1979

Corroon & Black of Oregon
1600 S.W. 4th
Portland, OR 97201

Gentlemen:

Contract No. 3607 awarded to R. A. Hatch Co. for work on the 1st Avenue-Pacific Highway (Eugene) Section of the Eugene-Springfield Highway in Lane County was completed on August 8, 1978, and accepted by the State Highway Engineer on May 25, 1979.

Final payment in the amount of $124.60 will be released to the contractor after June 5, 1979. The total contract amount is $2,034,508.05 including $9,581.48 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr

cc: R. A. Hatch Co.
P. O. Box 201
Bend, OR 97701

Employers Mutual Liability Ins.
Co. of Wisconsin
2000 Westwood Drive
Wausau, WI 54401

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
Alfred Shirley

860

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved: O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 4-163		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Lane
MODIFICATION NUMBER 3	4-26-79	Project Number I-IR-105-4(117)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 17, 19 77, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,210,130 ~~122,799 IR~~	$ 2,221,130 ~~122,799 IR~~
Federal funds	$ 1,915,701 I	$ 1,925,971 I
Other revisions		

This modification is made for the following reasons:

Increase in bid item quantities.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of April, 19 79.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Highway Engineer
(Title)

XX By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A (Rev. 10-75) Previous editions are obsolete GPO 927 494

Gen. File

Oregon State Highway Division
Salem, Oregon April 19, 1979

Federal Aid Project
No. I-IR-105-4(117)

1st Ave.-Pacific Highway (Eugene)
Eugene-Springfield Highway
Lane County

Revised Project Agreement Estimate

Type Code 7221			
Under-Seal (Intermittant)(Sta. "L" 86+75 to Sta. "Q" 152+62.63)			
Total Same as previous estimate of May 15, 1978			$ 133,310.00
Type Code Y106			
Safety (Sta. "L" 86+75 to Sta. "Q" 152+62.63)			
Subtotal of previous estimate of Jan. 8, 1979			$1,846,922.25
Previous Estimate			
12" Slotted Drain Pipe	2,665 Lin. Ft.	25.00	$ 66,625.00
Revised Estimate			
12" Slotted Drain Pipe	2,961 Lin. Ft.		$ 74,025.00
		Increase	7,400.00
		Subtotal	1,854,322.15
		Engineering	233,677.85
		Total	$2,088,000.00

Length of Project. . . . . 0.0 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Underseal (IR Funds) G-1	$ 133,130.00	$ 122,799.00	$ 10,331.00
Safety (I Funds) G-2	2,088,000.00	1,925,971.00	162,029.00
Total	$2,221,130.00	$2,048,770.00	$172,360.00

Group 1 - 5%
Group 2 - 95%
Contract No. 8607
Prefix: 620-1099

8607

STATE COPY

TO BE COMPLETED BY, FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER: 1-91		State: Oregon
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Lane
MODIFICATION NUMBER: 2	1-16-79	Project Number: I-IR-105(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 17, 19 77, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$?,182,202.00	$ 2,210,130.00
Federal funds	$ 2,012,863.00	$ 2,038,500.00
Other revisions		

This modification is made for the following reasons:

Increase in construction bid item cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of January, 1979.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. W. Hunter

Technical Services Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burrow
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

File

Oregon State Highway Division
Salem, Oregon Jan. 8, 1979

Federal Aid Project
No. I-IR-105(4)

1st Ave.-Pacific Highway (Eugene)
Eugene-Springfield Highway
Lane County

Revised Project Agreement Estimate

Type Code 7221
Under-Seal (Intermittent)(Sta. "L" 86+75 to Sta. "Q" 152+62.63)

Total same as previous estimate of May 15, 1978			$ 133,130.00

Type Code Y106
Safety (Sta. "L" 86+75 to Sta. "Q" 152+62.63)

Sub Total-Previous Estimate Oct. 13, 1977 & May 15, 1978			$1,821,397.25
Previous Estimate			
General Excavation	13,700 C.Y.	5.00	$ 68,500.00
Embankment in Place	11,715 C.Y.	3.00	35,145.00
Portland Cement in C.T.B. Mix	880 Ton	70.00	61,600.00
			$ 165,245.00
Revised Estimate			
General Excavation	16,347 C.Y.	5.00	$ 81,735.00
Embankment in Place	14,365 C.Y.	3.00	43,095.00
Portland Cement in C.T.B. Mix	942 Ton	70.00	65,940.00
			$ 190,770.00
		Increase	$ 25,525.00
		Subtotal	$1,846,922.25
		Engineering	230,077.75
			$2,077,000.00

Length of Project. . . . . 0.0 miles

SUMMARY OF FUNDS (92.24%)

Description	Total Cost	Federal Funds	State Funds
Underseal (IR Funds)G-1	$ 133,130.00	$ 122,799.00	$ 10,331.00
Safety (I Funds)G-2	2,077,000.00	1,915,701.00	161,299.00
Total	$2,210,130.00	$2,038,500.00	$171,630.00

Group 1 - 5%
Group 2 - 95%
Contract No. 8607
Prefix 620-1099

8607

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 6-24		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Lane
MODIFICATION NUMBER 1	5-30-78	Project Number I-IR-105-4(117)197

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 17 , 19 77 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,144,044	$ 2,182,202
Federal funds	$ 1,977,666	$ 2,012,863
Other revisions		

This modification is made for the following reasons:

To increase bid item quantity and to increase engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30th day of May , 19 78 .

Oregon State Highway Division
(Official name of Highway Agency)

By _____

Technical Services Engineer
(Title)

By _____

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For G. L. Green

Form PR-2A (Rev. 10-75) Previous editions are obsolete 86717

Gen File

Oregon State Highway Division
Salem, Oregon

Federal Aid Project
No. I-IR-105-4 (117) 197

1ST AVE.-PACIFIC HIGHWAY (EUGENE)
EUGENE - SPRINGFIELD HIGHWAY
LANE COUNTY

Revised Project Agreement Estimate

Type Code 7221
Under-Seal (Intermittent) (Sta. "L" 86+75 to Sta. "Q" 152+62.63)

Previous Estimate Oct. 13, 1977			
Portland Cement or Pozzolan	6,030 cu.ft.	$14.00	$ 84,420.00
Revised Estimate			
Portland Cement or Pozzolan	8,269 cu.ft.	$14.00	$115,766.00
	Sub-Total		$115,766.00
	Engineering		17,364.00
	Total		$133,130.00

Type Code Y106
Safety (Sta. "L" 86+75 to Sta. "Q" 152+62.63)

Total same as previous estimate of October 13, 1977 $2,049,072.00

SUMMARY OF FUNDS (92.24%)

Description	Total Cost	Fed. Funds	State Funds
Underseal (IR Funds) G-1	$ 133,130	$ 122,799	$ 10,331
Safety (I Funds) G-2	2,049,072	1,890,064	159,008
Total	$2,182,202	$2,012,863	$ 169,339

Group 1 5%
Group 2 95%
Contract No. 8607
Prefix 620-1099

8607

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon County Lane Project No.
10-27	**FEDERAL-AID PROJECT AGREEMENT** 10-17-77	I-IR-105-4(117)197

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-105, 1st St. (Eugene) to Jct. I-5

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-7-77	0.0
OTHER *(Specify)*		

FUNDS Pro rata 92.24%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,144,044	$ 87,602 IR $ 1,890,064 I

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. L. Hunter

Technical Services Engineer
(Title)

By H. S. Oulton

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator OCT 17

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

In file

Oregon State Highway Division
Salem, OR October 13, 1977

Federal Aid Project
No. I-IR-105-4(117)197

1st Ave.-Pacific Highway (Eugene)
Eugene-Springfield Highway
Lane County

Project Agreement Estimate

Type Code 7221
Under-seal (Intermittent)(Sta. "L" 86+75 to Sta. "Q" 152+62.63)

Portland Cement or Pozzolan	6,030 Cu. Ft.	14.00	$ 84,420.00
	Subtotal		$ 84,420.00
	Engineering		10,552.00
	Total		$ 94,972.00

Type Code Y106
Safety (Sta. "L" 86+75 to Sta. "Q" 152+62.63)

Mobilization	All Required		$ 162,000.00
Temporary Protection and Direction Of Traffic	All Required		89,500.00
Temporary Signs	1,725 Sq. Ft.	5.00	8,625.00
Temporary Barricades	16 Each	90.00	1,440.00
Temporary Continuous Rail Traffic Barriers (Lighted)	450 Lin. Ft.	7.00	3,150.00
Temporary Guard Rail, Type 2A	25 Lin. Ft.	7.00	175.00
Temporary Plastic Safety Markers	100 Each	65.00	6,500.00
Temporary Illumination	All Required		10,000.00
Sequential Arrow Signs	2 Each	3,500.00	7,000.00
Flagmen	3,000 Hour	1.00	3,000.00
Removal of Structures & Obstructions	All Required		15,000.00
Ditch Excavation	130 Cu. Yd.	10.00	1,300.00
General Excavation	13,700 Cu. Yd.	5.00	68,500.00
Embankment in Place	11,715 Cu. Yd.	3.00	35,145.00
Trench Excavation	290 Cu. Yd.	10.00	2,900.00
Finishing Roadbed and Slopes	All Required		20,000.00
Watering	230 M-Gal.	5.00	1,150.00
Reshaping Shoulder Slopes	4 Mile	1,000.00	4,000.00
1"-0 Aggregate Base	5,200 Ton	4.50	23,400.00
Cement Treated Base Mixture	15,800 Ton	8.00	126,400.00
Portland Cement in CTB Mixture	880 Ton	70.00	61,600.00
Class "B" or Class "C" Asphalt Concrete Mixture	13,700 Ton	11.00	150,700.00
Class "C" Asphalt Concrete Mixture in Leveling Course	3,400 Ton	12.00	40,800.00
Class "D" Asphalt Concrete Mixture	340 Ton	15.00	5,100.00
Class "E" Asphalt Concrete Mixture	5,350 Ton	13.00	69,550.00
Asphalt Cement In Mixture	1,510 Ton	80.00	120,800.00
Portland Cement Or Lime Additive In Class "E" Mixture	54 Ton	70.00	3,780.00
Asphalt in Tack Coat	24 Ton	200.00	4,800.00

Aggregate In Seal Coat	110 Ton	10.00	$ 1,100.00
Asphalt In Seal Coat	65 Ton	200.00	13,000.00
18-inch Culvert Pipe	86 Lin. Ft.	20.00	1,720.00
15-inch Sewer Pipe	216 Lin. Ft.	20.00	4,320.00
16-inch Sewer Pipe	90 Lin. Ft.	30.00	2,700.00
12-inch Slotted Drain Pipe	2,665 Lin. Ft.	25.00	66,625.00
Concrete Backfill	145 Cu. Yd.	60.00	8,700.00
Extra For Pipe Under Pavement	2,685 Lin. Ft.	10.00	26,850.00
Installing Pipe Under Concrete Pavement	90 Lin. Ft.	150.00	13,500.00
Concrete Inlets, Type G-1	18 Each	350.00	6,300.00
Concrete Inlets, Type G-2MA	1 Each	800.00	800.00
Guard Rail, Type 2A	24,037 Lin. Ft.	4.25	102,157.25
Guard Rail, Type 3	750 Lin. Ft.	10.00	7,500.00
Metal Median Barrier	250 Lin. Ft.	20.00	5,000.00
Modified Metal Median Barrier	200 Lin. Ft.	20.00	4,000.00
Adjust Metal Barrier	2,040 Lin. Ft.	3.00	6,120.00
Guard Rail Anchors Type 1	20 Each	300.00	6,000.00
Guard Rail Anchors Type 2	23 Each	300.00	6,900.00
Extra For Guard Rail Bridge Connections	19 Each	300.00	5,700.00
Rail End Pieces, Type A	21 Each	50.00	1,050.00
Rail End Pieces, Type B	1 Each	100.00	100.00
Rail End Pieces, Type C	22 Each	125.00	2,750.00
Concrete Barrier, Standard	12,355 Lin. Ft.	14.00	172,970.00
Concrete Barrier, Non-Standard	107 Lin. Ft.	40.00	4,280.00
Paved Culvert End Slopes	186 Sq. Ft.	10.00	1,860.00
Drainage Curbs	920 Lin. Ft.	2.50	2,300.00
Loose Riprap, Class 50	70 Cu. Yd.	50.00	3,500.00
Delineators	600 Each	16.00	9,600.00
Roadside Seeding and Mulching	5 Acre	500.00	2,500.00
6'x25' Precast End Panels	2 Each	2,000.00	4,000.00
12'x25' Precast End Panels	2 Each	3,750.00	7,500.00
Asphalt-Rubber Chip Seal	1,345 Sq. Yd.	10.00	13,450.00
Raise Deck Joint	50 Lin. Ft.	100.00	5,000.00
Removal of Existing Sign Installations	All Required		5,000.00
Wood Sign Posts	All Required		5,000.00
Sign Support Footings	All Required		35,000.00
Breakaway Sign Posts	All Required		7,000.00
Cantilever Sign Structure at Sta. QW 126+50 Rt.	All Required		4,500.00
Cantilever Sign Structure at Sta. QE 131+65 Lt.	All Required		4,500.00
Sign Bridge at Sta. A 59+00	All Required		21,000.00
Sign Bridge at Sta. QE 113+00	All Required		21,000.00
Sign Bridge at Sta. QW 141+60	All Required		21,000.00
Move, Modify & Reinstall Existing Sign Bridge	All Required		10,000.00
Exit Number Sign Supports	All Required		2,000.00
Type "A" Signs In Place	104 Sq. Ft.	10.00	1,040.00
Type "D" Signs In Place	209 Sq. Ft.	10.00	2,090.00

Move, Modify & Reinstall Existing Signs	All Required	$ 1,000.00
Sign Illumination Equipment	All Required	18,000.00
Removal of Existing Illumination	All Required	4,000.00
Roadway Illumination Installation Complete	All Required	86,000.00
		$1,814,297.25

Anticipated Items		
Permanent Pavement Striping (S.F.)	All Required	$ 2,500.00
Temporary Pavement Striping (S.F.)	All Required	1,000.00
Temporary Erosion Control (E.W.)	All Required	2,000.00
On-the-Job Trainees (2 @ $800)(E.W.)	All Required	1,600.00
		$ 7,100.00
	Subtotal	$1,821,397.25
	Engineering	227,674.75
	Total	$2,049,072.00

Length of Project - - - - - - - - - 0.00 mile

Work Retained in Program Status (Not included in amounts below)		
Adjust Traffic Signals (Aline and Coburg Rd.)	All Required	$ 200.00
Landscaping	All Required	1,200.00

SUMMARY OF FUNDS (92.24%)

Description	Total Cost	Federal Funds	State Funds
Underseal (IR Funds)G-1	$ 94,972	$ 87,602	$ 7,370
Safety (I Funds)G-2	2,049,072	1,890,064	159,008
Total	$2,144,044	$1,977,666	$166,378

Group 1 5%
Group 2 95%
Contract No. 8607
Prefix 620-1099

4-20-79

227

1st Avenue - [redacted] (Eugene) Section
Contract: 8607
Prefix: 620-1099
Eugene - Springfield Highway

	Original Authorization	Semi-Final Estimate	% Over or Under
Contract Bid Items	$1,898,717.25	$1,955,272.84	+3.0%
Anticipated Items	5,796.00	1,470.60	(-)74.6%
Contingencies	86,049.78	74,707.61	(-)13.2%
Engineering	152,977.38	177,722.22	+16.2%
Total:	$2,143,540.41	$2,209,173.27	+3.1%

Explanation of Overruns and Underruns

Bid Item	Description	Unit	Original Authorization	Used	% Over or Under
1	Mobilization	L.S.	100%	100%	-0-
2	Temporary Protection & Direction of Traffic	L.S.	100%	100%	-0-
3	Temporary Signs	Sq.Ft.	1725	1,721.10	(-)0.23%
4	Temporary Barricades	Each	16	16	-0-
5	Temporary Continuous Rail Traffic Barriers (Lighted)	L.F.	450	450	-0-
6	Temporary Guard Rail Type 2A	L.F.	25	25	-0-
7	Temporary Plastic Safety Markers	Each	100	100	-0-
8	Temporary Illumination	L.S.	100%	100%	-0-
9	Sequential Arrow Signs	Each	2	2	-0-
10	Flagmen	Hour	3000	1266	(-)57.80%
	Due to effective temporary signing, fewer flagmen were needed to maintain traffic control than had been anticipated.				
11	Removal of Structures and Obstructions	L.S.	100%	100%	-0-

REFERRED TO
Beard
Cole
Ellison
Wager
Discuss
BY FINAL DESIGN

Versteeg
Anderson
Christenson
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
APR 20 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

1st Avenue - Pacific Highway (Eugene) Section — Overruns & Underruns Continued
Contract: 8607
Prefix: 620-1099
Eugene - Springfield Highway

Bid Item	Description	Unit	Original Authorization	Used	% Over or Under
12	Ditch Excavation (Refer to Bid Item #35)	Cu.YD.	130	1.90	(-)98.5%
	One pipe push under the roadway was eliminated, this also eliminated the outlet ditch at the toe of the slope and therefore reduced this quantity.				
13	General Excavation	Cu.Yd.	13,700	16,347.12	+19.26%
	Several areas in the ramp removal areas had to be sub-excavated to remove soft areas. This additional excavation caused this item to overrun.				
14	Embankment in Place	Cu.Yd.	11,715	14,365.9	+22.63%
	The embankment areas on the "QB - LE" were extended to connect with each other. In addition, several of the smaller embankment areas were extended to insure safer conditions.				
15	Trench Excavation (Refer to Bid Item #35)	Cu.Yd.	290	359.32	+23.90%
	12-Inch slotted drain pipe was added at two locations which increased this item.				
16	Finishing Roadbed & Slopes	L.S.	100%	100%	-0-
17	Watering	M-Gal.	230	115.6	(-)49.74%
	The embankment and C.T.B. hauled to the jobsite had sufficient water for compaction, therefore requiring less than the anticipated amount.				
18	Reshaping Shoulder Slopes	Mile	4	3.81	(-)4.75%
19	1"-0 Aggregate Base	Ton	5,200	5,186.57	(-)0.26%
20	Cement Treated Base Mixture	Ton	15,800	19,348.57	+22.46%
	In the areas where sub-excavation was required, C.T.B. was used to fill these areas. In addition, some of the excavation areas were extended to remove defecient areas.				
21	Portland Cement in C.T.B.	Ton	880	942.08	+7.05%
22	Portland Cement or Pozzolan	Cu.Ft.	6,030	8,269	+37.13%
	Most of the areas that were jacked required more than the anticipated amount. One additional area was raised.				

Bid Item	Description	Unit	Original Authorization	Used	% Over or Under
23	Class "B" or Class "C" Asphalt Concrete Mixture	Ton	13,700	12,879.14	(-)5.99%
24	Class "C" Asphalt Concrete Mixture in Leveling Course	Ton	3,400	2,959.42	(-)12.96%
25	Class "D" Asphalt Concrete Mixture	Ton	340	120.21	(-)64.64%

All unsafe areas in median areas were paved and less Class "D" A/C required than planned quantity.

26	Class "E" Asphalt Concrete Mixture	Ton	5,350	5,357.68	+0.14%
27	Asphalt Cement In Mixture	Ton	1,510	1,269.8	(-)15.91%
28	Portland Cement or Lime Additive in Class "E" Mixture	Ton	54	56.05	+3.80%
29	Asphalt in Tack Coat	Ton	24	37.29	+55.38%

Before each lift of A/C, the contractor was required to apply a tack coat. The tack prior to the "E" mixture was shot at a slightly higher than normal rate. This caused the item to overrun.

30	Aggregate in Seal Coat	Ton	110	165.18	+50.16%

The rate per sq.yd. of aggregate in seal coat placed on project fell within the limits covered under project special provisions.

31	Asphalt in Seal Coat	Ton	65	51.86	(-)20.22%

The seal coat was not applied to the "LE" and "LW" ramps in the "E" mix areas. This was an approved experiment area.

32	18-Inch Culvert Pipe	L.F.	86	74	(-)13.95%

Field measurements taken at each pipe location showed that less than plan quantity was required.

33	15-Inch Sewer Pipe (Refer to Bid Item #35)	L.F.	216.0	159.0	(-)26.39

One pipe push under the roadway and the pipe down the slope was eliminated. That caused this item to underrun.

34	16-Inch Sewer Pipe	L.F.	90	60	(-)33.33%

Same as above.

1st Avenue - Pacific Highway (Eugene) Section Overruns and Underruns continued
Contract: 3607
Prefix: 620-1099
Eugene - Springfield Highway

Bid Item	Description	Unit	Original Authorization	Used	% Over or Under
35	12-Inch Slotted Drain Pipe	L.F.	2,665	2,961.0	+11.11%

12" slotted drain pipe was added at Station 55+77 to 57+77 and then connected to an existing cross pipe. By doing this one push under the P.C.C. was eliminated.

12" slotted drain pipe was also added at Station "L"39+25 to 40+29.7 to remove the buildup of surface water that would accumulate during heavy rainstorms.

The above new installation caused the following Bid Items to Overrun: #15, #35, #35, #36, #37

The above installation cuased the following Bid Items to Underrun: #12, #33, #34, #38

36	Concrete Backfill (Refer to Bid Item #35)	Cu.Yd.	145	187.22	+29.12%

Same as above and due to inclement weather conditions, concrete backfill was used in place of asphalt in several areas.

37	Extra for pipe under Pavement (Refer to Bid Item #35)	L.F.	2,635	2,977.0	+10.88%

One slotted drain pipe installation was extended and one run of slotted drain was added causing this item to overrun.

38	Installing Pipe Under Concrete Pavement (Refer to Bid Item #35)	L.F.	90	56	(-)3 7.78%

One pipe push under the roadway was eliminated cuasing this item to underrun.

1st Avenue-Pacific Highway (Eugene) Section
Contract: 8607
Prefix: 620-1099
Eugene-Springfield Highway

Overruns & Underruns Continued

Bid Item	Description	Unit	Original Authorization	Used	% Over or Under
39	Concrete Inlets, Type G-1	Each	18	23	+27.78%
	G-1 inlets were added in areas where the existing open face drain was damaged or not functioning properly.				
40	Concrete Inlet, Type G-2MA	Each	1	0	(-)100%
	Inlet not needed. Paved end slope used in this area.				
41	Guard Rail, Type 2A	L.F.	24,03 7	24,911	+3.64%
42	Guard Rail, Type 3	L.F.	750	775	+3.33%
43	Metal Median Barrier	L.F.	250	250	-0-
44	Modified Metal Median Barrier	L.F.	200	175	(-)12.5%
	The modified metal median barr ier was extended until it was out of the sharp curve area and ended at that point.				
45	Adjust Metal Barrier	L.F.	2,040	750	(-)63.24%
	The metal barrier was removed in some areas prior to the pavement jacking and replaced with concrete barrier, which caused this item to underrun.				

Bid Item	Description	Unit	Original Authorization	Used	% Over or Under
46	Guard Rail Anchors, Type 1	Each	20	23	+15.0%
	Type one guard rail anchors were added to the two guard rail runs at "Q" Street interchange causing this item to overrun.				
47	Guard Rail Anchor, Type 2	Each	23	25	+8.70%
48	Extra for Guard Rail Bridge Connections	Each	19	19	-0-
49	Rail End Pieces, Type A	Each	21	22	+4.76%
50	Rail End Pieces, Type B	Each	1	1	-0-
51	Rail End Pieces, Type C	Each	22	25	+13.64%
	Type "C" end pieces were added to the two guardrail runs at "Q" Street interchange causing this item to overrun.				
52	Concrete Barrier, Standard	L.F.	12,355	12,264.0	(-)0.74%
53	Concrete Barrier, Non-Standard	L.F.	107	115	+7.48%
54	Paved Culvert End Slopes	Sq.Ft.	186	240	+29.03%
	Paved culvert end slopes were added at two locations. One for safety purposes, and one replaced the G-2MA inlet.				
55	Drainage Curbs	L.F.	1,512	1,723	+13.96%
	Drainage curbs were added in two locations to prevent excessive run-off in a concentrated area.				
56	Loose Rip Rap, Class 50	Cu.Yd.	70	40	(-)42.86%
	One pipe push under the roadway was eliminated. One rip rap outlet catch basin was eliminated causing this item to underrun.				
57	Delineators	Each	600	732	+22.0%
	The contract work called for reshaping the aggregate shoulders throughout the project. The existing delineators were removed prior to this work being done. The contractor then replaced the delineators at the required spacing indicated on project plans. The additional 132 delineators were required to complete this portion of the contract work.				
58	Roadside Seeding & Mulching	Acre	5.0	5.0	-0-

Bid Item	Description	Unit	Original Authorization	Used	% Over or Under
59	6' x 25' Precast End Panels	Each	2	2	-0-
60	12' x 25' Precast End Panels	Each	2	2	-0-
61	Asphalt-Rubber Chip Seal	Sq.Yd.	1,345	1,357.70	+0.94%
62	Raised Deck Joint	L.F.	50	49	(-)2.0%
63	Removal of Existing Sign Installations	L.S.	100%	100%	-0-
64	Wood Sign Posts	L.S.	100%	100%	-0-
65	Sign Support Footings	L.S.	100%	100%	-0-
66	Breakaway Sign Posts	L.S.	100%	100%	-0-
67	Cantilever Sign Structure at Sta. QW 126+50 Right	L.S.	100%	100%	-0-
68	Cantilever Sign Structure at Sta. 131+65 Left	L.S.	100%	100%	-0-
69	Sign Bridge @ Sta. A59+00	L.S.	100%	100%	-0-
70	Sign Bridge @ Sta. "QE" 113+00	L.S.	100%	100%	-0-
71	Sign Bridge at Sta. 141+60 (P.A. #4)	L.S.	100%	100%	-0-
72	Move, Modify, & Reinstall Existing Sign Bridge	L.S.	100%	100%	-0-
73	Exit Number Sign Support	L.S.	100%	100%	-0-
74	Type "A" Signs in Place	Sq.Ft.	104	132	+26.92%
	One Exit No. 1 Sign was installed on Sign 22 to clarify the exit location.				
75	Type "D" Signs in Place	Sq.Ft.	209	209	-0-
76	Move, Modify, & Reinstall Existing Signs	L.S.	100%	100%	-0-

Bid Item	Description	Unit	Original Authorization	Used	% Over or Under
77	Sign Illumination Equipment	L.S.	100%	100%	-0-
P.A.#1	On-The-Job Trainees Project was completed before 1 trainee completed applicable training.	Hour	2000	1237	(-)38.2%
P.A.#2	Remove Asphalt Concrete Drain Curbs	L.S.	717	717	-0-
P.A.#3	Furnish & Place Topsoil	Cu.Yd.	4500	4,79.90	+10.66%
	Topsoil was added to all embankment areas to the minimum depth to promote growth of seeding and mulching.				
P.A.#4	Relocate Sign Bridge	L.S.	100%	100%	-0-
P.A.#5	(30501) Install Type 1 Mono-Directional Markers	Each	916	1197	+30.68%
	The original estimated quantities overlooked pavement markers on the freeway entrance ramps. This additional quantity caused this item to overrun.				
P.A.#5	(30502) Install Type 2 White Markers	Each	4500	5985	+33.0%
	The original estimated quantities overlooked pavement markers on the freeway entrance ramps. This additional quantity caused this item to overrun.				
P.A.#6	Furnish and Stockpile Concrete Median Barrier	L.F.	75	75	-0-
P.A.#7	Document Change in Specification	---	---	---	---
P.A. #8	(30801) Remove and Stockpile Light Poles	L.S.	100%	100%	-0-
P.A.#8	(30802) Install Wood Pole With Service	L.S.	100%	100%	-0-
P.A.#9	Remove and Replace Concrete Pavement	L.S.	100%	100%	-0-
P.A.#10	Modify Bridge End Panels	L.S.	100%	100%	-0-

1st Avenue - Pacific Highway (Eugene) Section — Overruns & Underruns Continued
Contract: 8607
Prefix: 620-1099
Eugene - Springfield Highway

Bid Item	Description	Unit	Original Authorization	Used	% Over Or Under
P.A.#11	Temporary Illumination Equipment	L.S.	100%	100%	-0-
P.A.#12-01	Remove & Reinstall Metal Median Barrier	L.F.	100	100	-0-
-02	Furn. Posts,Blocks,& Hdwre.	L.S.	100%	100%	-0-
E.W.O.#1	State Responsibility for Damages	$	5000.00	2161.74	(-)56.8%
	All that was needed.				
E.W.O.#2	Remove Paint Stripe	$	761.56	761.56	-0-
E.W.O.#3	Remove & Reinstall Paving Dams & Joint Seal	$	6658.18	6658.18	-0-
S.F.O.#1	Temporary Pavement Striping	$	733.29	733.29	-0-
S.F.O.#2	Perm. Pavement Striping	$	2500.00	2500.00	-0-
S.F.O.#3	Relocate EWEB Transformers	$	400.00	400.00	-0-
S.F.O.#4	Credit for Salvaged G/R	$	-912.06	-912.06	-0-
S.F.O.#5	Credit for Salvaged G/R	$	-4835.66	-4835.66	-0-
S.F.O.#6	Salvaged Guardrail	$	-1474.22	-1474.22	-0-
S.F.O.#7	Credit project for Median Barrier Transferred to Maint.	$	-693.75	-693.75	-0-
S.F.O.#8	Credit project for Light Poles Transferred to Maintenance	$	-150.00	-150.00	-0-
S.F.O.#9	Install Exit Signs	$	1500.00	1500.00	-0-

8607

REPORT NO. 72

FORM 81-734-2001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: 1ST AVENUE-PACIFIC HWY (EUGENE)		WEEK ENDING: 7 APRIL 1979
		SECTION PREFIX: 620-1099
HIGHWAY: EUGENE-SPRINGFIELD		COUNTY: LANE
NAME OF JOB: 1ST AVE-PACIFIC HWY(EUGENE)	KIND OF WORK: GRADING,PAVING,BARRIERS,& SIGNING	
CONTRACTOR: R. A. HATCH	CONTRACT NUMBER: 8607	FEDERAL AID PROJECT NUMBER: I-IR-105-4(117)197
DATE OF CONTRACT: OCTOBER 3, 1977	DATE WORK STARTED: NOVEMBER 17, 1977	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: 0 SUPERVISION: 0	SPECIFIED CALENDAR DAYS: 325	CALENDAR DAYS USED: 292
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 89.8%
PROJECT AUTHORIZATION: $ 2143540.41		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.0%
EXCLUSIVE OF ENGINEERING: $ 1990563.03	ENGINEERING AUTHORIZATION: $ 152977.38	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 2031585.00	ENGINEERING COST TO DATE: $ 177470.37	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 102.1%
ESTIMATED PERCENT: OVERRUN 2.1 %	THIS WEEK 0.0	DATE PROJECT WAS COMPLETED: 8 AUGUST 1978
	PERCENT OF AUTHORIZATION 116.0 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	GUARDRAIL	METAL BARRIER
	100.%	100.%	100.%	100.%		100.%	100.%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	3.47	3.47			3.47
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	11715.0 CY	21880.0 TN			24354.0 TN
TOTAL QUANTITIES CORRECTED TO DATE	14365.9 CY	25477.2 TN			22641.3 TN
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	14365.9 CY	25477.2 TN			22641.3 TN
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

~~BRIDGE~~ NO.	CONCRETE BARRIER	SIGNING	SEEDING MULCH	CHIP SEAL	PAVMNT JACKING			
PERCENT	100.%	100.%	100.%	100.%	100.%			

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		
MONDAY	SHOWERS	0		
TUESDAY	MOSTLY CLOUDY	0		
WEDNESDAY	PARTLY CLOUDY	0		
THURSDAY	PARTLY CLOUDY	0		
FRIDAY	RAIN	0		
SATURDAY		0		

READY

RECEIVED
APR 8 1979
CONSTRUCTION BRANCH

Kaser, Jackmond, Hopkins, Williams, Johnson, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	1st Avenue-Pacific Highway (Eugene) - for week of April 1 thru 7, 1979.
MONDAY	No activity this week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This week: No activity.

Next week: No activity planned.

Note: Project work complete. Semi-final to be submitted upon receipt of PR-47 from contractor.

SIGNED Ellis H. James LOCATION Eugene

Ellis H. James, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8607

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

12-8-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: IR-105-4(117) 197

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 73001

COUNTY NAME: Lane

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Assistant Director for Operations
Oregon Department of Transportation
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
9-7-77	11-9-78	Interstate 105 / Secondary 227

GENERAL LOCATION:

First Avenue - Pacific Highway (Eugene) Section

GENERAL DESCRIPTION OF WORK:

Install exit signs on breakaway posts

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☒ CONSTRUCTION - PROCEED ON ~~AN AGREED~~ ~~PRICE BASIS~~ ~~AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 11-9-78, as requested in Mr. Keasey's letter of 11-20-78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 9 is approved for TEC NTE $ 1,500 Federal Funds $ 1,384.

12-19

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-8-78	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 9-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8607

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 3, 1978

Oregon Bank
Bend Branch
P.O. Box 1045
Bend, OR 97701

Attention: P.J. Slade
Vice President & Manager

Re: R.A. Hatch Co.
Contract 8607

Retainage requirements on this project have been reduced to $10,000.00. The contractor presently has $100,000.00 on deposit. $90,000.00 may be released or applied to other projects.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: R.A. Hatch Co.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

NOTED
C. W. HEAD

Form 734-3122 (Rev 7-77)

8607

4

DONALD K. ARMSTRONG
ALAN L. LUDWICK

DONALD K. ARMSTRONG, P.C.
Attorneys at Law
Citizens Building
975 Oak, Suite 320
Eugene, Oregon 97401
Telephone: 686-2425

September 12, 1978

James Redden
Attorney General
State Office Building
Salem, OR. 97310

REGISTERED MAIL
Ret. Receipt Requested

Re: Robert Norman Accident Claim
Oregon State Highway Contract No. 8607

Dear Mr. Redden:

The following is a notice of claim given pursuant to ORS 30.275 on behalf of Mr. Robert D. Norman.

This office represents Mr. Norman who was injured and whose motorcycle was seriously damaged in an accident at the construction project at the intersection of Interstate 5 and Interstate 105 near Eugene.

The accident occurred Sunday, April 23, 1978, at about 1:06 p.m. Mr. Norman was riding his Suzuki motorcycle, entering from the off-ramp on I-105 to the Southbound lane of I-5. Mr. Norman was riding within the pylons which marked the designated route when his motorcycle struck an unmarked abrupt pavement edge at the intersection of the I-5 Southbound lane with the I-105 off-ramp. This caused him to be thrown from his motorcycle, resulting in injuries to his person and his motorcycle.

Mr. Norman has sustained damages in excess of $2,000 to date, and may incur additional damages in the future.

Thank you for your courtesies and cooperation.

Sincerely,

Don Armstrong

Donald K. Armstrong
DKA:jm
cc: H. S. Coulter, State Highway Engineer ✓
C. T. Keasey, Construction Engineer
R. L. Schroeder, Maintenance Engineer
L. E. George, Traffic Engineer
Jim Gix, Regional Construction Engineer
Ellis Jones, Resident Engineer
Bob Norman

RECEIVED
STATE HWY ENGR
SEP 14 '78
REFER TO
FOR
Info. Inves. R/D D.R. Sign Act File

8607

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

May 18, 1978

The Oregon Bank
Bend Branch
P.O. Box 1045
Bend, OR 97701

Attention: P.J. Slade
Vice President & Manager

Re: R.A. Hatch Company
Contract 8607

Gentlemen:

We have received collateral receipt 17126 for certificate of deposit 8339 for $50,000.00.

This increases the total on deposit for this project to $100,000.00.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: R.A. Hatch Co.

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

NOTED
C. W. HEAD

Form 81-734-3122

8607 U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-17-78

9

FEDERAL AID PROJECT NO.
IR-105-4(117)197

STATE PROJECT NO.
See Below

COUNTY NAME
Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, ORegon

PROGRAM NO.

ITEM NO.
73001

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
9-7-77	3-1-78	Interstate 105	Secondary 227

GENERAL LOCATION:

"1st. Avenue - Pacific Highway (Eugene) Section"

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify): Utility Adjustment
Eugene Water and Electric Board
TEC NTE $400, Federal funds $344

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 4-7-78 this will confirm the advance authorization of Mr. G. K. Hossner of 3-1-78 to proceed with the adjustment of transformers for temporary lighting. Reimbursement on a lump sum basis is approved.

I approve the agreement with the Eugene Water and Electric Board consisting of your Regional Utility Engineer's request to the Utility and their letter of 2-24-78. Plans and Estimate are represented by SFO #3.

Approval and participation for the above work is subject to the provisions of the Federal-aid Highway Program Manual.

NOTED
F. B. KLABOE
4-25

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-17-78	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

#8607

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-6-78

FEDERAL AID PROJECT NO.
IR-105-4(117)197

STATE PROJECT NO.
See Below

COUNTY NAME
Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
73001

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
9-7-77	3-1-78	Interstate 105 / Secondary 227

GENERAL LOCATION:
"1st. Avenue - Pacific Highway (Eugene) Section"

GENERAL DESCRIPTION OF WORK:
Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) : Utility Adjustment
Eugene Water and Electric Board
TEC NTE $400, F.F. $368.

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's March 23, 1978 letter this will confirm the advance authorization of Mr. G. K. Hossner to proceed effective March 1, 1978 with the actual adjustments for the Eugene Water and Electric Board. Reimbursement on a lump sum basis is approved.

I approve the Agreement with the Eugene Water and Electric Board consisting of their letter of 2-24-78 with Estimate and plans based on your request for electrical service.

Approval and participation for the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

Swan H-13

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-6-78	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8607

8

ROW 18-4

ROBERT W. STRAUB

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 27, 1978

NOTED
E. S. HUNTER

Mr. Richard R. Myrand
Eugene Water & Electric Board
P.O. Box 10148
Eugene OR 97401

Application for Installation
of Temporary Service
Temporary Lighting
1st Ave.-Pacific Highway
(Eugene) Section
Eugene-Springfield Highway
Lane County
Project No. I-IR-105-4(117)197

Dear Mr. Myrand:

Attached are three copies of an Application for Installation of Temporary Service which covers the installation of two transformers to provide service to temporary project lighting on the subject project. Your estimate and sketch map for the installation of the transformers has been reviewed and approved by the State and has been forwarded to the Federal Highway Administration for their review and approval. This will confirm our verbal authorization for you to proceed with the work as of March 1, 1978.

Reimbursement for the installation of the transformers in the amount of $400 will be made upon completion of the work and receipt of your final billing. The billing should be directed to Mr. Ellis Jones, Resident Engineer, Oregon State Highway Division, 2193 E. 15th Street, Eugene, Oregon 97403. The beginning and completion dates of the work and reference to this letter by date and subject should be clearly shown on the bill.

Please return two fully executed copies of the Application for Installation of Temporary Service for our files.

Yours truly,

Jack M. Cartwright

Jack M. Cartwright
Utility Engineer

RECEIVED
TECHNICAL SERVICES
MAR 27 '78
REFER TO
FOR

JMC:de
attc.

bc: E. S. Hunter
Gene Hickam
Ellis Jones
Jack Ayres

#8607

~~RCW 18.4~~

9

ROBERT W. STRAUB

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

March 23, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street NE, Suite 100
Salem OR 97301

Eugene Water & Electric Board
Installation of Transformers
Temporary Project Lighting
1st Ave.-Pacific Highway
(Eugene) Section
Eugene-Springfield Highway
Lane County
Project No. I-IR-105-4(117)197

Dear Sir:

Attached are two copies of a lump sum estimate and sketch from Eugene Water & Electric Board for the installation of two pole mounted transformers to provide electric service to temporary lighting on the subject project.

An appropriate permit for EWEB's proposed transformer installation will not be required as the service is temporary in nature. This installation is being made as a result of a request by the State Highway Division for electric service, therefore, a credit for expired service life and betterment is not required. Your approval for Federal participation in the lump cost of $400.00 for the installation of the transformers and confirmation of Mr. Glenn K. Hossner's advanced authorization to proceed with the work as of March 1, 1978, is requested.

Yours truly,

D. E. Swan
Federal-Aid Engineer

DES:JMC:de
attc.
cc: E. S. Hunter
Ellis Jones
Jack Cartwright
Jack Ayres

RECEIVED
TECHNICAL SERVICES
MAR 23 '78
REFER TO
FOR
Info | Inve. | R/D | D/R | Sign | Act | File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8607

2

ROBERT W STRAUB

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

February 14, 1978

Oregon Bank
Bend Branch
P.O. Box 1045
Bend, OR 97701

Attention: P.J. Slade
Vice President & Manager

Re: R.A. Hatch Co.
Contract 8607

Gentlemen:

We have received collateral receipt 17093 for certificate of deposit 8313 for $50,000. This is being held in lieu of retainage on this project.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: R.A. Hatch Co.

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

NOTED
C. W. HEAD

227

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

2191 E. 15th Avenue
Eugene, Oregon 97403

December 30, 1977

R.A. Hatch
P.O. Box 201
Bend, Oregon 97701

RE: 1st Ave-Pacific Highway Project
Contract: 8607

Per your request dated December 28, 1977, to change the total length of sign bridge "A" 59+00 to 99'-0" feet, permission is granted. As noted in your letter, this change will be for the convenience of the contractor with no additional cost to the State.

Our Survey crew will restake the north footing, moving it 2'-6" north. The sign bridge is to be modified as shown on attached drawing.

Ellis H. Jones
Resident Engineer

REFERRED TO

	Beard		Dorn
	Cole		Sample
	Eriksen	✓	Watson SW
	Heger		Lau

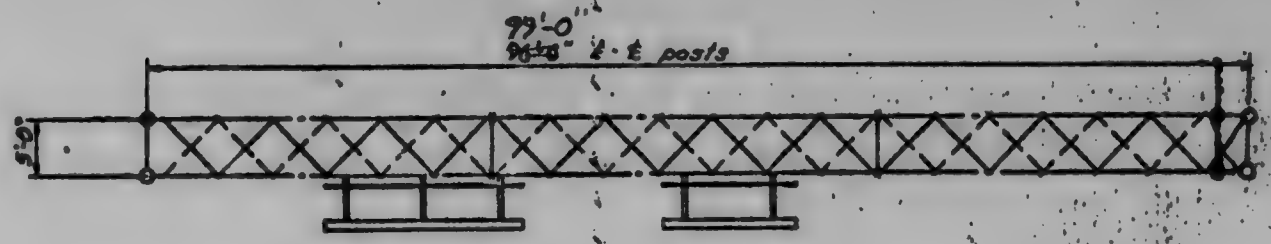
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

	Versteeg		Trout
I	Christensen DOL		Copy Beard
	George		
	Olsen		Do Not File ☐
	Terpin		Return To
	Sullivan		Bring Up / /
	Scott		Action
	Savage		

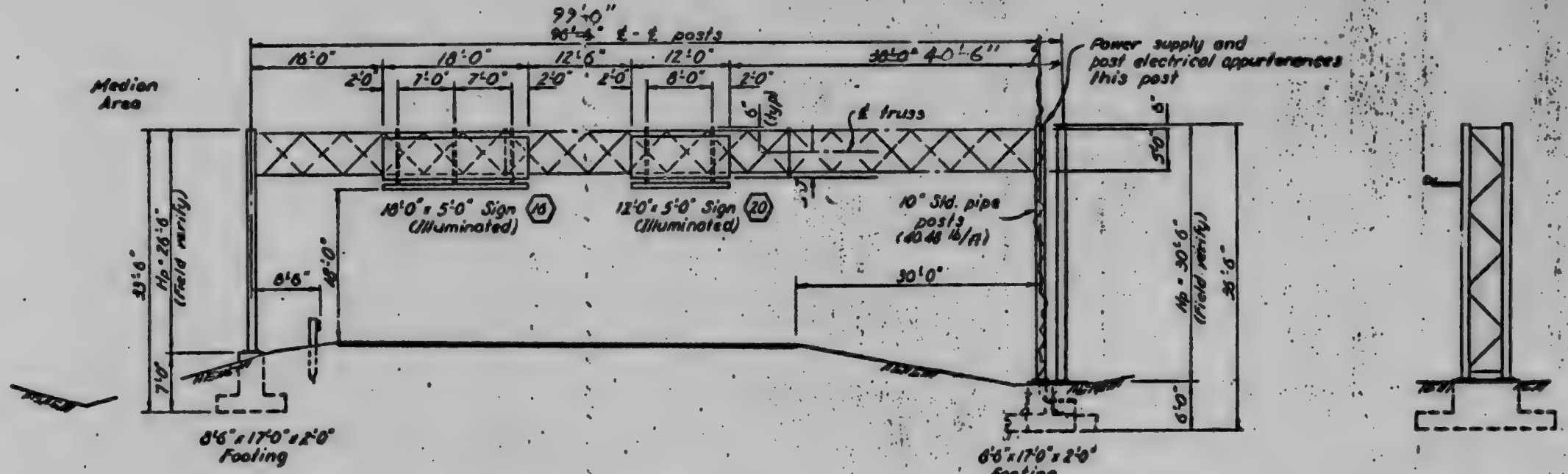
RECEIVED
JAN 04 1978
ENGINEERING SECTION

BP/fs
Enclosure
cc: Tom Lowe, F.H.W.A.
A. Shirley, Region Engineer
Design Section, Salem
Coral Corporation
Bill Beard, Sign Design Engr, Final Design
File

Form 81-734-3122



PLAN



ELEVATION

END VIEW

SIGN BRIDGE AT STATION "A" 59+00
(Looking back on station)
Scale: 1" = 10'-0"

NOTE:
See Standard Dwgs Nos. 30937 thru 30940 for details not shown.

8607

2

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

September 13, 1977

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
September 29 Bid Letting

TO: F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened on September 29 on the following projects:

1. Portland Ave at McKillican St/Hood St (West Linn)
   Oswego Highway
   Clackamas County

   Traffic signal installation.

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Nehalem St-Columbia River Highway (Clatskanie)
   3rd St SE & Truehaak St SE
   Columbia County

   Grading and paving.

   City streets, 20-25-foot roadway. Existing sidewalks preserved or 5-foot sidewalks to be constructed.

3. Bullards Beach State Park
   Coos County

   Sewage facilities.

   Same as No. 1.

4. "A" Canal Bridge (Klamath Falls)
   Washington Street
   Klamath County

   Grade, pave and structure.

   8-foot sidewalk/bikeway to be constructed on both sides.

5. N Unit, Lake Abert-Valley Falls
Lakeview-Burns Highway
Lake County

Grading and paving.

22-foot roadway with 2- to 3-foot shoulders

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "Footpaths and trails are not required to be established. . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

6. First Ave-Pacific Highway (Eugene)
Eugene-Springfield Highway, I-105
Lane County

Grading, paving, barriers and signing.

10-foot shoulders. Parallel facilities exist.

7. Columbia Blvd Interchange
Columbia Blvd U'xing
Multnomah County

Grading, paving and structures.

An 8-foot Class I bikeway on approaches and structure will be incorporated.

8. NE Broadway at NE 9th Avenue (Portland)
City Street
Multnomah County

Traffic signal installation.

Same as No. 1.

9. Portland Pavement Marking Project #3
City Streets
Multnomah County

Same as No. 1.

10. Hermiston Hwy-Umatilla/Stanfield Hwy (Hermiston)
Highland Avenue
Umatilla County

Grading and paving

4-foot Class III bikeways will be incorporated.

11. McKay Creek (Shaw) Bridge
FAS Route B579
Umatilla County

Structure

28-foot roadway on approaches and structure.

Same as No. 5.

12. Burnside Bridge (Portland)
City Street
Multnomah County

Deck surfacing

Same as No. 1.

13. Sunset Bay State Park
Coos County

Sewage facilities

Same as No. 1.

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

8107 9-7-77 8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-IR-105-4(117)197

STATE PROJECT NO. See below

COUNTY NAME Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 73001

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 23 '77
REFER TO Machrum
FOR

Info	Invest	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
9-7-77	9-7-77	Interstate 105	Secondary 227

GENERAL LOCATION:

"1st Ave.-Pacific Hwy (Eugene) Section"

GENERAL DESCRIPTION OF WORK:

Safety revisions, overlay and underseal (Code Y002, Y106 & 7221 Miles 0.0)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)
Perm. & Temp. pavement striping (SF) $3,500
Temp. erosion control $2,000
On the job training 1,600

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 9-2-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,450,203 federal funds $2,260,066.

A signed copy of the Title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-7-77	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8607

227

1ST Ave Pacific Hwy

Eugene - Springfield Hwy (I-105)

LRW RSB 31 8-25-77 10-17 AM

~~T E TERPIN~~ 6883

D O CHRISTIENSEN 6558

REGION IS STRONGLY RECOMMENDING PCC PAVEMENT JACKING USING POSFOLITH NOT ASPHALT AS DISCUSSED PREVIOUSLY.

BUD SHIRLEY

CW3/4.

NOTED
L. K. WATSON

NOTED
D. O. Christensen

RECEIVED
AUG 25 1977
LOCATION SECTION

8607

227

FORM 81-784-3090

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: LOC 17

Roseburg, Oregon
August 16, 1977

FROM: JAMES J. GIX
Regional Construction Engr.

SUBJECT: Illumination Installation
1st Ave.-Pacific Highway (Eugene)
Eugene-Springfield Highway
Lane County

TO: J. H. Versteeg
Road Design Engineer

I have been in contact with Duane Christensen, Gordon Ballard and C. Gregg trying to work out details for stage construction on the subject project. The replacement of base and pavement at connections to P.C. pavement presents unique problems due to the high traffic volumes.

It is apparent that some form of temporary illumination will be necessary to perform the staging work at night. I am concerned also that we do have existing illumination at certain locations that presents a fixed object hazard. I would, therefore, propose that we consider two types of temporary illumination.

The first type would be temporary lighting in the median at "Q" Street Interchange which would be removed on completion of contract work. Details on this could be left to contractor.

The second type would be used at the ramp connections to I-105 (see sketch). This illumination would replace existing (in most cases) lights which are fixed objects and remain in place until a future illumination project would replace them. These units should be located and designed with this in mind.

I have been assured that this concept will not cause excessive design time and hold up the scheduled letting date.

jjg/cw

cc Gordon Ballard
Ellis Jones

NOTED
L. K. WATSON

1 Versteeg
Olson
Scott
Swenson
Savage
Trout

RECEIVED
AUG 17 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Temporary illumination being provided in areas marked T. Removing existing & installing illumination on wood poles marked S. Permanent illumination by later Contract. Portable illumination by contractor between Ferry st & 'Q' street.

8607

227

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 2, 1977

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: 1st Ave.-Pacific Highway
Eugene-Springfield Highway
Lane County

TO: MEMO TO THE FILES

The traffic handling during dig out and paving of on and off ramps on the subject section of I-105 and the collector roads in the I-5/ I-105 Interchange has been reviewed with Salem Traffic Section and Region III Maintenance, Construction and Traffic Sections. Upon the recommendations of these sections, plans and specifications are being prepared for a September 22, 1977, contract letting.

ACCELERATION AND DECELERATION RAMPS
I-105

1. Dig out and paving operations of ramps next to the freeway travel lanes will require freeway traffic to be in one lane.

2. The base design for the dig outs will be 8-inches of cement treated base and 4-inches of Asphalt Concrete. The dig out will be confined to the travel lane width of the ramps. At variable pavement widths on the ramps in gore areas, a 10-foot minimum width will be required for ease of construction. The CTB will be eliminated in the shoulder areas. This will reduce the dig out in this area to 4-inches and be surfaced with 4-inches of asphalt concrete.

3. The contractor will only be allowed to dig out what he can fill back in with 8-inches CTB and 2-inches of A.C. and get traffic back on by the end of the work period. It will be necessary to leave the final 2-inch lift of Class "C" mix to a later shift and taper from the concrete pavement edge in with "B" or "C" mix. This can later be removed and the "C" mix placed.

4. The final 2-inch lift of A.C. will be a class "C" mixture, which can be placed at a later shift.

5. The contractor will be required to perform the dig out and paving between the hours of 8:00 pm and 6:00 am.

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
AUG 0 3 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
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6. The night time work, that is within the City limits of Eugene, will require a noise permit. The contractor will be required to obtain these permits from the City. No permits are required outside of the city limits, but the contractor will be required to make every reasonable effort to minimize construction noises in these areas.

7. Night time work will require the contractor to provide adequate illumination to light the work area and transition areas from two lanes to one lane.

8. Sequential arrow signs, cones and plastic markers will be required to move traffic in the work and transition areas.

COLLECTOR RAMPS
I-5/I-105 INTERCHANGE

1. The I-5 freeway traffic will be reduced from two lanes to one lane for several days for the following reasons:

   a. Complete removal of temporary stripping.

   b. Fastening of delineator buttons to concrete pavement and time required. One lane traffic required for fastening and removal, increasing the time period of restricted lane widths.

2. The contractor will not be allowed to perform this work during the months of June, July and August.

3. The contractor will be required to complete the dig out and paving of entrance, exit and collector ramps in five consecutive days beginning on Monday at 12:01 am and ending on Friday by 5:00 pm.

4. Two separate exits will be provided to funnel traffic to Eugene and Springfield during these operations.

5. References to noise, signing, illumination, etc., for I-105 construction will also be required for this interchange.

Any further recommendations or revisions should be sent to the Final Design Unit immediately.

DOC:az
cc: Alfred Shirley, Jr.
Kip Osburn
D. Hoffstetter
Ellis Jones
R. W. Ellison
W. G. Beard
L. K. Watson
F. E. Terpin

8607

227

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: LOC 17

Roseburg, Oregon
July 6, 1977

FROM: J. X. Wilson
JAMES J. GIX
Regional Construction Engineer

SUBJECT: Staging of Traffic Control
1st Ave.-Pacific Hwy.(Eugene) Sect.
Eugene-Springfield Highway
Lane County

TO: J.H. Versteeg
Road Design Engineer
SALEM

ATTENTION: Duane Christensen

This will further acknowledge your meeting with Kipp Osborn of this office in Ellis Jones' office on June 29, 1977 regarding tarffic control for the subject project.

Based on the results of your meeting and a further review of the plans, it is recommended that all work on I-105 be performed between the hours of 8:00 p.m. and 6 a.m. with one lane out of service adjoining the work area.

It is felt this section is too narrow to maintain two lanes of traffic adjacent to the work area. The criteria used for determining the work hours was a maximum of 1200 vehicles per hour for one lane of traffic. It is further recommended that the work areas be illuminated and "early warners" be used to direct traffic into one lane.

Traffic may be diverted into one lane anytime during the day on I-5 except during the months of June, July and August. During this time, one lane situations should be restricted to a nighttime operation.

JG/KO/slc

cc L.E. George
Bill Anhorn
Ellis Jones

1 Versteeg ✓
Olson
Z
Scott
Copy Swenson
Savage
Trout

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REFERRED TO

Beard Reed
Cole Semple
Erikson Watson
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

8607

227

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

May 26, 1977

FROM: J. E. Backstrand
Supervising Design Engineer

TO: Mr. Duane O. Christensen
Final Design Engineer

SUBJECT:
1st Ave.-Pacific Hwy.(Eugene)Sec.
Eugene-Springfield Hwy.
Bridges 8689A, 8700B

The following recommendations for overlaying the bridges within the limits of the above project are made:

Bridge 8689A Oxing Garden Way (Connection No. 1)

1. No existing A.C.W.S.
2. Place asphalt-rubber chip seal membrane = 1/2"
3. Place Class "E" mix course = 1 1/2"

Total wearing surface including membrane = 2"

Bridge 8700B Oxing Connection No. 1 (Coburg Rd. Connection)

1. No existing A.C.W.S.
2. Install precast bridge end panels each end.
3. Raise two transverse deck joints with epoxy concrete paving dams.
4. Place asphalt-rubber chip seal membrane = 1/2"
5. Place Class "E" mix course = 1 1/2"

Total wearing surface including membrane = 2"

Note: Resident Ellis Jones of Region 3 believes a detour would be no problem and suggests that the contractor be given the option to work under traffic or close the bridge.

KA:smd

cc Art Brummitt
J. X. Wilson
Construction Field Eng.(Bridge)

REFERRED TO
Beard — Reed
Cole — Sample ✓
Eriksen — Watson
Heger — Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Olson
2 Christensen
Scott
Copy Swenson
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MAY 26 1977
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FORM 61-734-5030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: LOC 17

Roseburg, Oregon
May 20, 1977

FROM: J. X. WILSON
Regional Maintenance Engineer

SUBJECT: 1st Ave.-Pacific Hwy. Section
Eugene-Springfield Highway (I-205)
Lane County

TO: Walt Hart
Bridge Design Engineer

Attention Ken Archibald

Attached is the data on Str. No. 8700B on the subject section we had trouble finding. Information submitted is as follows:

1. Deck deflections
2. Half cell test results
3. Chloride content of concrete
4. Photos showing deck condition, joint type, etc.
5. Location of core samples.

We feel the condition of the deck, based on visual core examination, is such that no special treatment is required prior to chip seal and overlay. We are recommending that epoxy paving dams be provided at existing joints and that precast end panels be installed.

If any further info is needed to make an evaluation, please let me know.

Attach.

cc J. H. Versteeg
Ellis Jones

REFERRED TO
Beard Reed
Cole Semple
Eriksen Watson
Heger Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg
Olson
2 Christensen DO
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3 Swenson AHB
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ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
May 19, 1977

Duane O. Christensen
Final Design Engineer

Frank E. Terpin
Location Engineer

1st Avenue-Pacific Highway
Eugene-Springfield Hwy.
Lane County

In reference to a letter dated May 11, 1977, by C. J. Gregg, estimates for overlaying the ramps on the "Q" Street and Ferry Street Interchanges have been prepared and are attached.

Approval for the type of funding will be required to include the overlay of these interchanges.

Since the "Q" Street-Willagillespie Interchange ramps can be funded with Interstate Funds, they will be included with this project unless notified otherwise.

This project is scheduled for a July 28, 1977, bid opening.

LKW:jh
cc: Alfred Shirley
Lyle Watson

Verstieg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

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MAY 20 1977
ROAD DESIGN SECTION

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FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 11, 1977

To: F. E. Terpin
Location Engineer
O F F I C E

SUBJECT: 1st Ave.-Pacific Highway
Eugene-Springfield Highway I-105
Lane County

The ramps on the "Q" St., Ferry St., and the "Q" St.-Willagillespie Interchanges have been visually inspected. Deflection measurements to determine the in-place strength of the structural sections have also been completed. All three Interchanges are in need of overlays, with the areas adjacent to the P.C.C. in the poorest condition. In order of need, the "Q" St. Interchange should have the highest priority, followed by the Ferry St. Interchange, with the "Q" St.-Willagillespie Interchange requiring least thickness in order to complete its planned design period.

In a review of the approved (year) design periods, we found the only Interchange eligible for Interstate Funding was the "Q" St.-Willagillespie Interchange; "Q" St. and Ferry St. would have to be done under funding other than Interstate Funds.

Until notified, no additional work on overlay requirements will be done.

C. J. Grego
Surfacing Design Engineer

Attachment

CJG:af

RECEIVED
MAY 12 1977
LOCATION
SECTION

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

Section 1ST Ave - Pacific Hwy (Ferry Street) Prefix 620-1953-905
Highway Eugene - Springfield (I-105) County Lane Date
Length Miles Designer Piete
Signed Title

Grading & Drainage $ 25,413

Surfacing $ 123,118

Extra Work

	$
	$
	$
	$
	$
	$
	$
	$
	$
	$

TOTAL EXTRA WORK $ 0

TOTAL . . . . . $ 148,531

+ 20 % Engineering and Contingencies $ 29,706

Structures

Chip Seal (Ferry St. Ramp)	$ 11,925
	$
	$
	$

TOTAL STRUCTURES $ 11,925

Right of Way $ 0

TOTAL ESTIMATED COST . . . . . $ 170,162

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 2 Sheets

Section 1st Ave - Pacific Hwy (Ferry St)
Highway _____ County _____ Prefix _____
Length _____ Miles _____ Designer _____ Date 5-13-77

GRADING AND SURFACING ITEMS

ITEM	UNIT	GROSS	PRICE	AMOUNT
Class "E" Asph. conc.	Ton	2,263	10 00	22,630
Class "C" Asph. conc.	"	5,569	9 25	51,513
Liquid Asphalt	"	520	78 00	40,560
Portland cement	"	23	60 00	1,380
Aggr. sub base	"	1,279	5 50	7,035
Gen. Exc.	C.Y.	2,725	4 00	10,900
Temp prote Dir	L.S.	100%	2,000 00	2,000
Flagging	Hour	340	16 00	5,440
Subtotal				141,458
Mobilization	L.S.	5%		7,073

TOTAL _____

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 3 Sheets

Section 1st Ave - Pacific Hwy (Q" street) Prefix 620-1953-905
Highway Eugene - Springfield (T-105) County Lane
Length _____ Miles _____ Designer Pietz Date 5-13-77
Signed _____ Title _____

Grading & Drainage $ 102,721

Surfacing $ 304,932

Extra Work

_____	$_____
_____	$_____
_____	$_____
_____	$_____
_____	$_____
_____	$_____
_____	$_____
_____	$_____
_____	$_____
_____	$_____

TOTAL EXTRA WORK $ ~~0~~

TOTAL . . . . . $ 407,653

+20 % Engineering and Contingencies $ 81,530

Structures

Chip seal (Q' St. Ramp)	$ 6,968
_____	$_____
_____	$_____
_____	$_____

TOTAL STRUCTURES $ 6,968

Right of Way $ ~~0~~

TOTAL ESTIMATED COST . . . . . $ 496,151

Guardrail Not Incl + Metal not Barr. 55,465

551,616

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 3 Sheets

Section 1ST Ave- Pacific Hwy ("Q" street)
Highway _____ County _____ Prefix _____
Length _____ Miles _____ Designer _____ Date 5-13-77

GRADING AND SURFACING ITEMS

ITEM	UNIT	GROSS	PRICE	AMOUNT
Class "E" Asph Conc	Ton	5,125	10 00	51,250
Class "C" Asph Conc	Ton	14,508	9 25	134,199
Liquid Asphalt	Ton	1,302	78 00	101,556
Portland cement	Ton	51	60 00	3,060
Aggr. shld. Mat'l	Ton	2,703	5 50	14,867
Gen Exc	C.Y.	6,482	4 00	25,928
Type (2A) Guardrail	Lin Ft	5,037 5	5 50	27,706
" " " (Not Incl)	"	1,000	"	(5,500)
Type (3) Guardrail	"	200	15 00	3,000
" " " (Not Incl)	"	25	"	(375)
Metal Median Barr (Not Incl	"	3,625	10 00	(36,250)
Type "A" End pieces	Each	7	25 00	175
" " " " (Not Incl)	"	3	"	(75)
Type "C" End pieces	"	7	100 00	700
" " " " (Not Incl.)	"	2	"	(200)
Type 1 Anchors	"	7	240 00	1,680
" " " (Not Incl)	"	2	"	(480)
Type 2 Anchors	"	7	280 00	1,960
" " " (Not Incl.)	"	3	"	(840)
Bridge conn	"	8	300 00	2,400
" " (Not Incl.)	"	1	"	(300)

TOTAL _____

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 3 of 3 Sheets

Section 1ST Ave - Pacific Hwy ("Q" St.)
Highway _____ County _____ Prefix _____
Length _____ Miles _____ Designer _____ Date _____

GRADING AND SURFACING ITEMS

ITEM	UNIT	GROSS	PRICE	AMOUNT
Temp Prot & Dir	L.S.	100%	6,000.00	6,000.00
Flagging	Hour	860	16.00	13,760
subtotal				388,241
Mobilization	L.S.	5%		19,412

TOTAL _____

8607

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

April 27, 1977

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: 1st Ave.-Pacific Highway (Eugene)
Eugene-Springfield Highway
Lane County

TO: E. S. Hunter
Deputy State Highway Engineer

Attached is data covering a request to the FHWA for approval of illumination and glare screen on the subject section. This was returned to us for further justification based on our new lighting policy and an in-depth review to determine if illumination would reduce the type of nighttime accidents which exist.

The Traffic Section informs us that they know of no way to tell what type of nighttime accidents lineal lighting will reduce. They do state that this section has a high nighttime rate and under our new policy warrants lighting. They know of no other basis on which to justify the illumination. We concur that lighting is warranted.

Do you wish to pursue this matter further with the FHWA?

DNS:jh
cc: L. E. George

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STATE HWY ENGR
APR 28 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

4-29-77
cy Hal

not at this time as the
Gov may request that we
turn off all lights except at
gore points.

Ed

cy Bud George
4-24-77

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR 97310

January 17, 1977

FILE:

FROM: L. E. George
Traffic Engineer

TO: J. H. Versteeg
Road Design Engineer

Attn: D. Stoudenmeyer

SUBJECT: Proposed illumination
First Ave.-Pacific Hwy. section
Eugene-Springfield Hwy. (I-105)
Lane County

As requested, we have reviewed the proposal to provide illumination for the subject section of highway. As a result, it was found that Cases A-1 and A-2 of the ASHTO Guide for Roadway Lighting are met. It appears that Cases A-3 and A-4 may also be met.

The accident investigation indicated a 1975 nighttime accident rate of 2.44 accidents per million vehicle miles, as compared to the suburban state freeway rate of 0.70 accidents per million vehicle miles.

The daytime accident rate on the subject section of highway in 1975 was 0.36 accidents per million vehicle miles.

Based on the investigation, we concur with the Region's recommendation to provide linear illumination as part of the proposed safety project.

L. E. George
Traffic Engineer

DKH:rah

cc: R. W. Ellison
A. Shirley, Jr.

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JAN 18 1977
ROAD DESIGN

Answers Reply
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I-105-4(117)197

OREGON STATE HIGHWAY DIVISION

April 19, 1977 Baker last

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mr. Glenn Hossner
District Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Hossner:

Re: Illumination
First Ave.-Pacific Hwy. Section
Eugene-Springfield Hwy. (I-105)
Lane County

Our April 11, 1977, request for illumination on the First Avenue-Pacific Highway Section of I-5 in Eugene was based on a high night-time accident rate on the section from M.P. 1.7 to M.P. 3.95 (Coburg Road, I-5).

Attached for your information is a copy of Region 3's December 16 request for illumination on this project and the Traffic Engineer's January 17 analysis indicating that illumination warrants were met.

Very truly yours,

J. H. Versteeg
Road Design Engineer

JHV:jh
cc: Alfred Shirley

IV-D
APR 11 '77

Form 81-734-3122

B3
B

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

P. B. KLABOE
Administrator and
State Highway Engineer

April 11, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Re: 1st Ave.-Pacific Highway (Eugene)
Eugene-Springfield Highway
Lane County

A safety project, 3.47 miles long, is being prepared on this section of I-105 in Eugene. The accident investigation indicated a 1975 nighttime accident rate of 2.44 accidents per million vehicle miles as compared to the suburban state freeway rate of 0.70 accidents per million vehicle miles. The daytime rate was 0.36 accidents per million vehicle miles.

Based on the AASHTO Guide for Roadway Lighting this section warrants linear illumination. Glare screen is also warranted due to the minimal lateral separation between opposing vehicles on the inside travel lanes.

We believe these items qualify for Interstate safety funding and it is in the public interest to provide such a safer highway facility.

The illumination is estimated at $360,000.00 to install and $12,000.00 per year to operate. The glare screen will run about $92,000.00.

Your approval of both features is requested.

Very truly yours,

J. H. Versteeg
Road Design Engineer

REC'D
APR 14 1977

DNS:az
cc: E. S. Hunter
L. W. Rulien
Alfred Shirley,
Walt Hart, Bridge

1 Versteeg
2 Olson
Christensen
Scott
Swenson
Savage
Trout

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APR 26 1977
ROAD DESIGN SECTION

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Other

Form 81-734-3122

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Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: April 12, 1977

In reply refer to: 1041B.3

SUBJECT: I-105-4(-)
1st Ave.-Pacific Hwy. Sect. (Eugene)
Eugene-Springfield Highway

FROM : G. L. Green, Division Administrator

To : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon
ATTN: D. CHRISTENSEN

I approve the use of 3R Interstate funding for mud-jacking the existing pavement as proposed in Mr. Versteeg's April 4, letter.

G. K. Hansen
G. L. Green

REFERRED TO

Board — Read
Cole — Sample
Eriksen — Watson
Hager — Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg
Olson
2 Christensen Doc
Scott
Swenson
Savage
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OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

April 4, 1977

NOTED
E. S. HUNTER

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Re: 1st Ave.-Pacific Highway (Eugene)
Eugene-Springfield Highway
Lane County

A safety project, 3.47 miles long, is being prepared on this section of I-105 in Eugene. The ADT is 33,600 at the Willagillespie Road Interchange; 16,600 between Willagillespie and Ferry Street; and, 32,100 from Ferry Street to Pacific Highway ("Q" Street) Interchange. The work will consist of upgrading guardrail, median barrier, slope flattening and resurfacing interchange ramps.

The mainline is an 8-inch reinforced P.C. concrete pavement with a 9-inch aggregate base. Paving contracts were let in January, 1960, and March, 1963. The pavement constructed in 1960, Coburg Rd.-Pacific Highway ("Q" Street) Interchange Section, has several locations in which the concrete pavement has settled. The reasons or causes for this settlement are unknown. Settlements vary in depth from 0.02' to 0.51'. For locations and typical section, see attached title sheet and typicals.

During rainy periods, water ponds in these settled areas and creates a traffic hazard to the motoring public. Spray created from these areas reduces visibility of adjacent motorists, vehicle control is affected and these hazards are increased with nighttime driving. High tower illumination at "Q" Street Interchange through darkness to low spot illumination at Coburg Road Interchange coupled with background illumination from the surrounding areas greatly affects the visibility in these areas. The accident investigation indicated a 1975 nighttime accident rate of 2.44 accidents per million vehicle miles, as compared to the suburban state freeway rate of 0.70 accidents per million vehicle miles. The daytime accident rate was 0.36 accidents per million vehicle miles.

Mud-jacking, with cement grout, is proposed to raise and stabilize the slabs at these locations. Cost of proposed work based on 5,400 cu. ft. of grout at $17.50 per cubic foot is $94,500.

Adjustment at bridge ends is necessary because bridge end panels were not originally constructed. Six hundred cu. ft. of grout at $17.50 per cubic foot would cost $10,500.

Due to a design deficiency in not constructing the bridge panels at bridge ends and the total cost of $105,000, of grout pumping required, removes this work from the area of routine maintenance.

We believe that this work qualifies for 3R funding and should be included with the other safety work being prepared for contracting in the near future.

We, also, believe that this is in the public interest by providing a safer highway for the traveling public and request your concurrence.

We have discussed the above with Mr. Glenn K. Hossner and Mr. Tom Lowe and have their tentative approval.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

Duane O. Christensen

Duane O. Christensen
Final Design Engineer

DOC:az
cc: E. S. Hunter
L. W. Rulien
A. Shirley
W. J. Hart, Bridge

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STATE HWY ENGR
APR 7 '77
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FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON STATE HIGHWAY DIVISION | FINAL QUANTITY CALCULATIONS | CONTRACT NO. _____ SHEET 1 OF 31 SHEETS

NAME OF JOB 1st. Ave - Pacific Highway (Eugene) Section BRIDGE NO. _____

MADE BY L. Lindley, 1977 CHECKED BY _____, 19__ BACKCHECKED BY _____, 19__

CONTRACT ITEM NO. | REFER DWG. NOS.: 2-23 ; 5-1 | FIELD BOOK NO. _____ PAGE _____

Mile Point Location		Remarks	Calc. Quantity	TOTALS 25% allowance for voids in subgrade
0.43	E.B.	Bridge End (East End Only)	72 ft³	x1.25 = 90 ft³
2.20	E.B.		32 ft³	40 ft³
2.24	E.B.		76 ft³	95 ft³
2.32	E.B.		41 ft³	51 ft³
2.85	E.B.		300 ft³	375 ft³
2.98	E.B.		1,656 ft³	2070 ft³
3.48	E.B.	Bridge End - West End	28 ft³	35 ft³
3.48	E.B.	Bridge End - East End	39 ft³	49 ft³
3.58	E.B.	Bridge End - West End	8 ft³	10 ft³
3.58	E.B.	Bridge End - East End	56 ft³	70 ft³
3.86	E.B.		40 ft³	50 ft³
0.93	W.B.	Bridge End - (East End Only)	117 ft³	147 ft³
~~2.18~~	~~W.B.~~		19 ft³	~~22 ft³~~
2.20	W.B.		59 ft³	74 ft³
2.22	W.B.		22 ft³	28 ft³
2.24	W.B.		13 ft³	17 ft³
2.26	W.B.		20 ft³	25 ft³
2.30	W.B.		35 ft³	44 ft³
2.32	W.B.		7 ft³	9 ft³
2.84	W.B.		528 ft³	660 ft³
2.98	W.B.		1,377 ft³	1,722 ft³
3.18	W.B.		75 ft³	94 ft³
3.35	W.B.	Bridge End - West End	17 ft³	22 ft³
3.35	W.B.	Bridge End - East End	57 ft³	72 ft³
3.48	W.B.	Bridge End - West End	21 ft³	27 ft³
3.48	W.B.	Bridge End - East End	52 ft³	65 ft³
3.70	W.B.	Bridge End - West End	10 ft³	13 ft³
3.70	W.B.	Bridge End - East End	15 ft³	19 ft³
3.87	W.B.		27 ft³	34 ft³
		Totals	4,817 ft³	6,029 ft³

7	Plan
9A	Profiles
10	Plan & Profile

GRADING, PAVING, BARRIERS & SIGNING

1ST AVE. ~ PACIFIC HWY. (EUGENE)

EUGENE - SPRINGFIELD HIGHWAY

LANE COUNTY

APRIL, 1977

AS REVISED

AS REVISED

AS REVISED

PRELIMINARY COPY
APR 8 1977
SUBJECT TO CHANGE

- Multi-layer Pavement Construction
- Drainage Curb
- Culvert Pipe
- Concrete Inlets
- Guard Rail
- Portable Barricades
- Concrete Barrier
- Existing Bridge Connections
- Delineators

0918, 2112, 2121, 2123

26A, 2126B, 23257

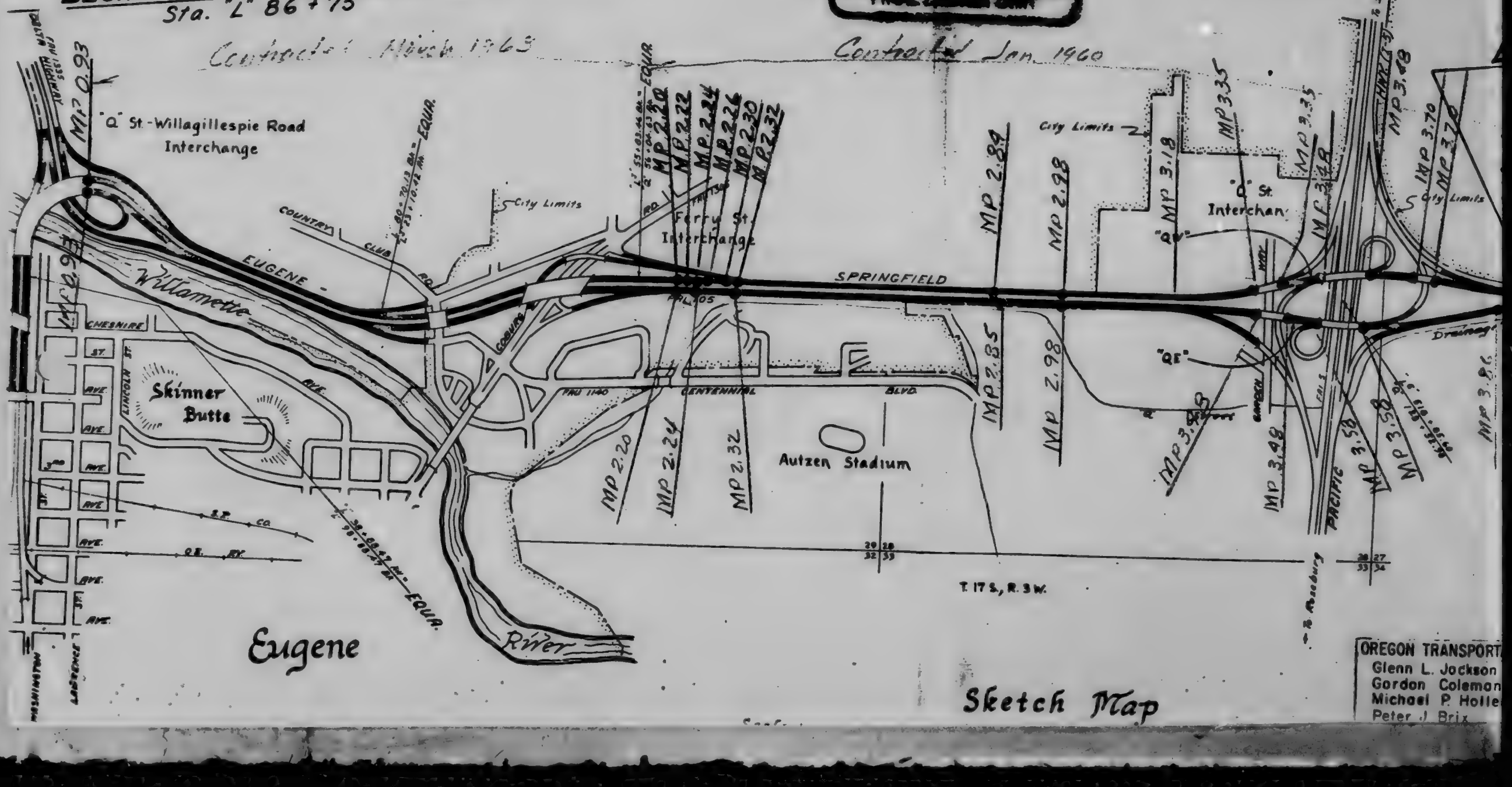
30065

S-4, S-5, S-6, S-7, S-12, 29404, 30941, 18847, 18848, 18849, 31861, 31862, 31863, 31864, 31865, 23836 } Signing

BEGINNING OF PROJECT I-105-4(117)197
Sta. "L" 86+75

Contract March 1969

Contract Jan 1960



Sketch Map

OREGON TRANSPORT
Glenn L. Jackson
Gordon Coleman
Michael P. Holle
Peter J. Brix

GRADING, PAVING, BARRIERS & SIGNING

1ST AVE. ~ PACIFIC HWY. (EUGENE) SEC.

EUGENE - SPRINGFIELD HIGHWAY

LANE COUNTY

APRIL, 1977

...yer Pavement Construction
...e Curb
... Pipe
...e Inlets
...Rail
...le Barricades
...le Barrier
... Bridge Connections
...tors
...30941, 18847, 18848, 18849, 18865, 23836 } Signing

F PROJECT I-105-4(117)197

86 + 75

PRELIMINARY COPY
APR 4 1977
SUBJECT TO CHANGE

AS REVISED
AS REVISED
AS REVISED

Contracted Jan. 1960

END OF PROJECT
Sta. "Q" 152+6

Springfie

Road

City Limits

Ferry St. Interchange

"Q" St. Interchange

SPRINGFIELD

HWY. (I-105)

SHELLEY

Drainage Ditch

COUNTRY CLUB RD.

GENE -

AVE.

CENTENNIAL BLVD.

Autzen Stadium

PACIFIC

to Salem

MP 2.20
MP 2.24
MP 2.32
MP 2.85
MP 2.88
MP 3.18
MP 3.35
MP 3.48
MP 3.58
MP 3.70
MP 3.86

T. 17 S., R. 3 W.

H. S. Cou

E. S. Hunt

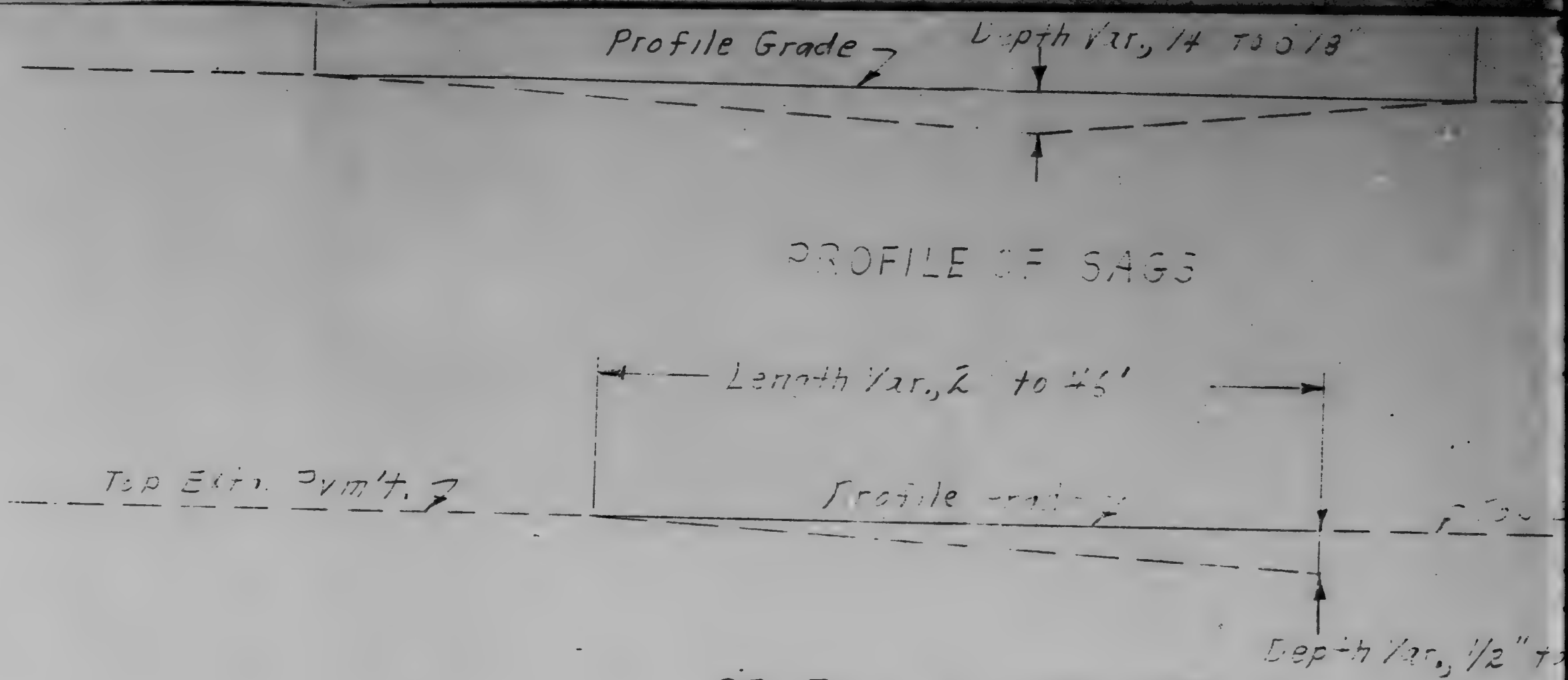
Eugene

River

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Peter J. Brix	

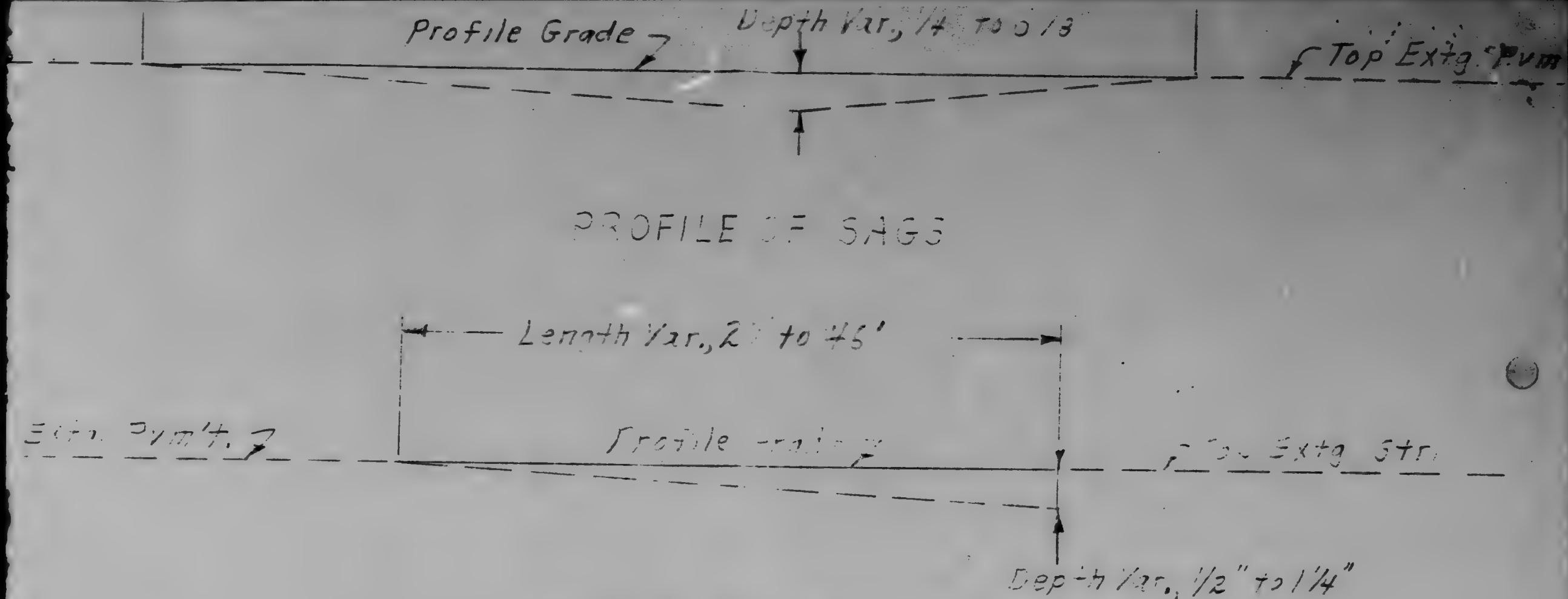
Sketch Map



PROFILE OF SAGS

PROFILE OF ABRUPT SAGS

1st Ave. Pacific Hwy
Eugene-Springfield
Lane County



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fic Hwy
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FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon 97403

File: LOC 17

DATE March 18, 1977

TO L. K. Wilson
Regional Maintenace Engineer

FROM Ellis H. Jones, Resident Engineer

SUBJECT 1st Avenue-Pacific Hwy. Section
Eugene-Springfield Highway (I-105)
Lane County

Attached find plan sheet of structures and notes covering investigation of bridge ends at the "Q" Street Interchange.

It is apparent that the structures were built with paving ledges, however, reinforced bridge end paving was omitted.

EHJ/fs
Enclosures
cc: L. Watson
File

REFERRED TO

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Cole Semple
Eriksen Watson
Heger Wolfe
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BY FINAL DESIGN ENGINEER

Versteeg
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Christensen
Scott
Swenson
Savage
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SEE SHEET No. 10

T. 17 S., R. 3 W., W.M.

Q Street Interchange

Red = Dish from deck down to Paving Ledge

Blue = Settlement @ Br. End

3-14-77

L. Lindley

C. Kilmer

Job No. 620-1953-901

Sheet 1 of 1 Sheets

OREGON STATE HIGHWAY DIVISION

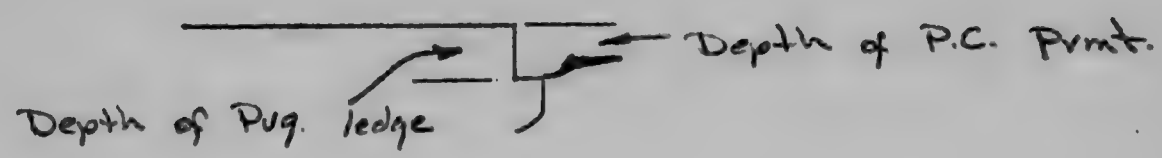
Calculations for 1st Ave - Pacific Highway

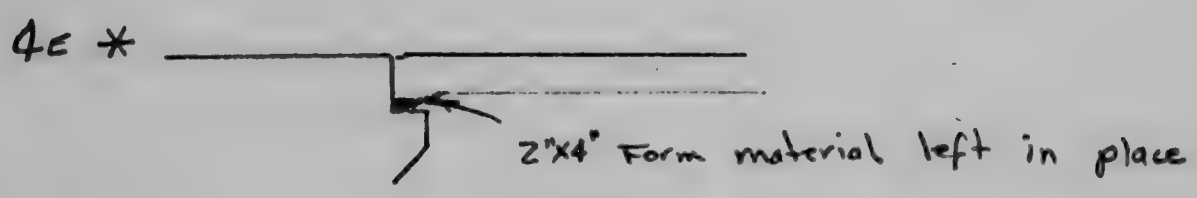
Made by ..... 19..... Checked by ..... 19.....

Paving Ledge Measurements

West Bound Lanes			Depth of Paving Ledge	Depth of PC Pvmt. (8" Nom.)
1E	Sta 137+66	12' Rt	9½"	± 9"
1W	Sta 136+26	12' Rt	9¼"	± 9"
2E	Sta 130+80	12' Rt	12"	± 9"
2W	Sta 127+41.5	12' Rt	12"	± 9"
3E	Sta 122+21	12' Rt	12"	± 9"
3W	Sta 120+84	12' Rt	12"	± 9"

East Bound Lanes				
4W	Sta 120+73	12' Lt	11"	± 10"
4E	Sta 122+62	12' Lt	12¼"	± 10" *
5W	Sta 126+87	12' Lt	12"	± 10"
5E	Sta 129+96	12' Lt	11½"	± 9½"





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Form BPWA 121 (Rev. 5-73)

8

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: February 22, 1977

In reply refer to: 1041B/3

SUBJECT: I-105-4(116)197
1st Ave.-Pacific Highway
Eugene-Springfield Highway
Lane County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Referring to Mr. Versteeg's letter of February 9, 1977, we hereby approve your proposal to salvage the guardrail material on the subject project. We agree that it is in the public interest to salvage the material at the indicated credit price, and that the salvage requirement be included in the plans and special provisions.

G. K. Hansen
for G. L. Green

cc:
OSHD (Rulien)
" (D. Christensen)

1 Versteeg ✓
Olson
2 [illegible] Doc
Scott
3 Swenson AHB
[illegible]

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of Machining
Bud Shirley

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BY FINAL DESIGN ENGINEER

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STATE HWY ENGR
FEB 24 '77
REFER TO
Versteeg
FOR
Init. Init. R/D D/R Sign Act File

227

February 9, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Green:

Re: 1st Ave.-Pacific Highway
Eugene-Springfield Highway
Lane County

It is proposed that the contractor on the project remove the existing guardrail and metal median barrier. The contractor will be permitted to use any part of the removed material which meets current standard in the construction of new guardrail. It is anticipated there will be an excess of 16,787 feet of guardrail.

We believe it is in the public interest to salvage this material and make it available for use by the state.

We will specify the unused rail members and hardware remain the property of the state. The contractor will stockpile the salvaged material in the State stockpile site near the Judkins Point (Glenwood) Interchange on I-5 at Milepost 192.0 at the direction of the engineer.

The project will be credited in the amount of $0.061 per pound for the rail members and hardware salvaged. This sum was arrived at as follows:

1. Scrap value of rail members and hardware = $0.015 per pound.

2. Extra cost to the contractor for hauling and stockpiling in the stockpile site = $0.046 per pound.

Vorsteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

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Initially the project will be credited for 126,300 pounds at $0.061 = $7,704.00. The credit to the project will be adjusted when the actual amount of material salvaged and delivered to the stockpile site is determined.

We solicit your concurrence that it is in the public interest to salvage this material.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

FE:az
cc: E. S. Hunter
L. W. Rulien
D. H. Moehring
A. J. Shirley
A. Brummitt
Lyle Watson

○ Do not type ○

First Ave – Pacific Hwy Section
Eugene – Springfield Hwy
Lane Co
620-1953

2-4-77
Sanford

Stockpile Guard Rail & Hardware

20,000 L/F Rail Elements 12G. @ 7.16 lbs/L.F. = 143,200 lbs

$\frac{20,000}{25'}$ = 800 Units of 25' ea

400 Units With Short Bolts

1 – 5/8 x 9 1/2" Bolt, Washer & Nut	1.81 lbs
8 – 5/8 x 1 1/4" Bolt & Nut	1.904 lbs
1 – 12" Back-Up Plate	7.16 lbs
	10.874 lbs/25'

400 Units With Long Bolts

1 – 5/8 x 18" Bolt, Washer & Nut	2.016 lbs
8 – 5/8 x 1 1/4" Bolt & Nut	1.904 lbs
1 – 12" Back-Up Plate	7.16 lbs
	11.08 lbs/25'

400 Units of Hardware @ 10.874 lbs = 4.350.0 lbs.
400 Units of Hardware @ 11.08 lbs = 4,432.0 lbs.

151,982 lbs
126,312

First Ave - Pacific Hwy Sect. (Continued) 2-4-77
Sanford

$\frac{151,982 \text{ lbs}}{2,000} = 75.99$ Tons

Haul — E Job to stockpile Site 5.0 Miles

$\frac{5 \text{ Miles}}{25 \text{ MPH}} = 0.2$ Hours $\times$ 60 min = 12 Minutes
Return Travel to Job = 12 "

Scattered Pick-Up & Load GR = 90 "
Unload, Sort & stack = 90 "
204 Minutes

$\frac{8 \text{ Hrs} \times 50 \text{ Min}}{204 \text{ min}} = 1.96$ Loads Per Day.

1.96 Loads @ 6 Tons/Load = 11.76 Tons/Day.

$\frac{75.99 \text{ Tons}}{11.76 \text{ Tons/Day}} = 6.46$ Work Days

(Say 6.5 Days)

Laborers	$2 \times 6.5 \times 8 \times 11\frac{96}{-}$	= $1,243.85
Teamster	$1 \times 6.5 \times 8 \times 13\frac{00}{-}$	= 676.00
Loader Op	$1 \times 6.5 \times 8 \times 11\frac{96}{-}$	= 621.95

Truck Rental 5T. Flatbed
$13\frac{47}{-} \times 6.5 \times 8$ = 700.45
Loader $25\frac{42}{-} \times 6.5 \times 8$ = 1321.85

Haul By Truck 5 miles $\times$ $0\frac{15}{-}$ $\times$ 75.99 Tons = 57.00
4,621.10
Supervision & Misc Handling 20% = 924.20
5,545.30
OH & Profit 25% 1,386.35
$ 6,931.65

$\frac{\$6,931.65}{151,982 \text{ lbs}} = \$0.0456$ lb.
Cost to Contractor

First Ave - Pacific Hwy Sec (Continued) 2-4-77
Sanford

Scrap Price Eugene 2-4-77

Schnitzer Steel Products 7-1-689-3901

Galv. Guard Rail 75.99 Tons

FOB Eugene $30.00 Ton (Large Q 76 Tons)

$\frac{\$30.00}{2000} = \$0.015$ lb Scrap Value

Credit to Fads:

Cost to Contractor	0.046
Scrap Value	0.015
	$ 0.061 lb.

George Sanford

8607

227

Form 81-724-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 15, 1977

FILE:

Lyle K. Watson

FROM: Lyle K. Watson
Design Engineering Supervisor

SUBJECT: 1st Ave.-Pacific Highway (Eugene)
Eugene-Springfield Highway
Lane County

TO: MEMORANDUM TO THE FILES

Refer to memo dated February 8, 1977. Plans will be worked up for a November 1977 bid opening for illumiantion with construction to start immediately after completion of the present safety project. This was reviewed with the Traffic Section and the FHWA by D. O. Christensen and they concur.

Region requested that consideration be given to an overlay of the existing asphalt concrete ramps. A justification is being prepared for submittal to the FHWA for approval and funding. If approved, the overlay will be included in the above contract.

Additional field information is being requested from the Region regarding those areas in which the concrete pavement has settled.

When this information is received another report will be made.

LKW:jh
cc: Tom Lowe, FHWA
James Gix, Region 3
D. W. Greene
E. H. Jones
Art Brummitt
Len Wallace
L. K. Watson

1 Verstoeg ✓
Olson
2 Christensen DOC
Scott
Swenson
Savage
Trout

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227

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

February 8, 1977

FROM: Lyle K. Watson
Design Team Supervisor

SUBJECT: 1st Ave.-Pacific Highway (Eugene) Sec.
Eugene-Springfield Highway
Lane County

TO: MEMO TO THE FILES

This project was reviewed with Region 3 in Eugene. Several changes were requested.

1. Aggregate base to be paid by the ton instead of cu. yd.

2. All paving, at guardrail locations, to stop at face of rail instead of the post.

3. Median barrier posts to be removed or cutoff maximum of 1-inch above pavement, to be at contractor's option.

4. Excess guardrail elements, approximately 20,000 lineal feet, to be salvaged and stockpiled at the Judkins Point site.

5. Specifications to inform the contractor that electrical cable for existing illumination is buried in existing shoulders from Willagillespie Road Interchange through Ferry Street Interchange.

6. Paved end slopes for culverts that are in the planted areas consisting of shrubs, to be eliminated.

7. Additional slotted drain pipe to be installed, Station 28± to 32± and 50± to 55±, adjacent to median barrier.

8. Retain the existing planted island right of Station 55± to 58±.

9. Install guardrail Station 72 to 84, Lt., flatten slopes Station 84 to 88. Extend guard at Station 101 ahead to Station 112+00, left.

10. Install guardrail station Q^W 118 to 121± left and right, and connect to structure. There are steep slopes and considerable plantings of shrubs and trees which would require removal if slopes are flattened.

11. Install guardrail Station "Q_D" 522 back to 515+00 right to protect steep slopes.

12. A double 8' x 4' RCBC left of Station Qw 149+50± requires guardrail protection.

13. Special details for Concrete Barrier on the Ferry Street Structure will be required. The structure has staggered end panels. Bridge Department has been informed.

The following information is being furnished for further evaluation. The approval of any item would either delay the present project or could be included in a separate project.

The Region requested that consideration be given to an overlay of the ramps in the interchange areas.

There are approximately 17 illuminaires on concrete pedestals, adjacent to the existing shoulders, that should be placed on breakaway bases. These illuminaires and bases could be removed and replaced with temporary lighting on wood poles. It has been proposed to let a separate contract for illumination and glare screen. Approximately two to three months will be required to prepare these plans. At present, no plans have been prepared for illumination, revision of existing or temporary on wood poles.

The Traffic Department have requested that an existing sign bridge at Station 63+26 be moved ahead to Station 69+00+. See letter dated 1-25-77. This would eliminate the installation of an attenuator at a cost of $18,000.

There has been one fatality in the past at this location, date unknown.

An alternate to the above proposal would be to revise the sign bridge as follows:

Sign Bridge at Sta. 63+25

1. Break point sign will be ground mounted at 70+00.

2. Advance sign will be ground mounted at 52+00.

3. Sign bridge will be moved to 66+00.
   a. Sign bridge modified so that present gore column will be on top of median barrier.
   b. Left column will be 30'± off shoulder, truss will be modified to new length.
   c. Existing eastbound signs will remain on Sign bridge and pull through sign will be mounted on existing cantilever portion of sign bridge.

4. One other existing sign around 54+00 will be eliminated (control type sign).

Estimated costs for this installation is:

Revise and relocate sign bridge	$30,000
Two ground mounted signs	$ 5,000

Approximately two weeks of design time will be required to revise the sign bridge. An amount of $30,000 will be shown as an anticipated item

in the project for the sign bridge revision.

The existing concrete pavement has sunk in several areas and dropped at the structure ends. The Region requested that consideration be given to perform slab jacking in these areas. In a review with the F.H.W.A., this work will not qualify for interstate funding nor under the 3"R" program. This work could be funded with primary funds. After further discussion with the Region, they recommend that at least slab jacking should be performed at the bridge ends. The estimate of costs for jacking at bridge ends only would be $23,000. Jacking costs for all the areas would be $100,000.

LKW:az
cc: Final Design
Tom Lowe, F.H.W.A.
James Gix, Region 3
D. W. Greene, Resident Engineer
W. H. Piete
J. X. Wilson, Region 3
E. H. Jones, Resident Engineer
B. Beard
A. Brummitt

1 Verstaeg ✓
Olson
2 [illegible]
Scott
Swenson
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Lyle is writing an additional memo on these items. Doc

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8

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 24, 1977

31

FILE:

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: 1st Avenue-Pacific Highway
(Eugene) Section
Eugene-Springfield Highway
Lane County

TO: E. S. Hunter
Deputy State Highway Engineer

NOTED
E. S. HUNTER

An FAI safety project on this three mile section of I-205 in Eugene is on the contracting schedule for March 1977. The major work items are concrete median barrier, signing, guardrail and guardrail flares. According to our Traffic Section illumination is warranted because of the high accident rate.

Illumination funding has not been approved by the FHWA and the Bridge Section will require two or three months of design time for the illumination plans. It is proposed that to meet the contracting schedule that the illumination and the glare screen items be left to a later contract.

The question was raised - do we want to contract a 1/2 million dollar safety contract in Eugene at this time? This section does have a high accident rate so a safety project does seem to be justified. This project will be advertised for a March contract letting as scheduled.

ESH
1-28-77

JHV:jh
cc: ~~Alfred Shirley~~, Jr.

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Olson
Swenson
Savage

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FOR
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1-28-77
What do you and Bud recommend?
ESH

1-31-77 Discussed with Shirley. We recommend contracting this safety project as scheduled. HC

8607 227

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR 97310

January 25, 1977

FILE:

FROM: L. E. George
Traffic Engineer

TO: D. O. Christensen
Final Design Engineer

SUBJECT: Preliminary Plan Review
1st Avenue-Pacific Highway
(Eugene) Section
Eugene-Springfield Highway
Lane County

This office has made the review of the preliminary plans for the above-named section and have several requests regarding the permanent sign plans for the project.

On Sheet 2-K, the plans show the sign bridge at Station 63+26 to remain in place. Also on Sheet 7, the plans show an impact attenuator at the same location to protect the sign bridge support that is located in the gore area. We feel this gore area is very vulnerable and strongly urge the support to be removed.

Our recommendations are to move the sign bridge in an easterly direction to approximately Station 69+00. By moving the guardrail that protected the sign bridge support on the south side with the sign structure, it should be of adequate length to span the roadway.

We also recommend that the cantilevered portion of the sign bridge be removed and the advance sign for the Willagillespie Road Interchange be moved to Station 50+00 and installed as a ground mounted sign. The present group of three signs, which contain two route shields and seven named destinations, along with two exit number signs, contain more information than the average motorist can absorb. The spread signing concept is highly recommended in locations similar to this interchange.

Our other suggestion is to move signs 24 and 25 in an easterly direction to take advantage of the guardrail located between Stations 86+50 and 88+00. If this is done, sign 22 should be centered between the sign bridge and signs 24 and 25.

These recommendations will increase safety on this section and delete the maintenance required on the impact attenuator.

L. E. George
Traffic Engineer

ELS:ds

1 Versteeg
Olson
2 Christensen
Scott
Swenson
Savage

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BY FINAL DESIGN ENGINEER

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 20, 1977

FROM: Lyle K. Watson
Design Engineering Supervisor

SUBJECT: 1st Ave.-Pacific Highway
Eugene-Springfield Highway
Lane County

TO: MEMO TO THE FILES

The following revisions have been made to the plans from the field submitted proposal.

1. Aggregate shoulder material for rock slope flattening has been eliminated. An item for regrading rock slopes will be provided.

2. The majority of embankment slope flattening has been eliminated.

3. Signs numbered 11 and 16 in the gore areas in the Q Street Interchange will be replaced with cantilever signs and relocated.

4. Guardrail, Sta. 72+75 to Sta. 88+00 Lt., has been eliminated. Existing slopes vary from a height of 6 feet to 12 feet and variable slopes 3:1 to 4:1. Sta. 86+00 to Sta. 87+00 is 2:1. Existing trees are more than 30 feet from the travel, therefore, the requirement for guardrail is not necessary. It is requested, that the Region review this area in the field, and give us their recommendation.

5. The accelleration lane for the southbound ramp in the Ferry Street Interchange has been lengthened to a total of 1,250 feet.

6. All topsoil has been eliminated, which was concurred in by the Landscape Unit.

7. A separate contract will be let at a later date for illumination and glare screen.

LKW:az
cc: W. J. Hart
F. E. Terpin
A. E. Shirley
Doug Greene
Art Brummitt
Wm. Piete
Tom Savage

Versteeg ✓
Doc
Swanson

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FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: LOC 17

Roseburg, Oregon
January 17, 1977

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

TO: Duane Christensen
Final Design Engineer

SUBJECT: Glare Screen
First Ave.-Pacific Hwy. Sec.
Eugene-Springfield Highway
Lane County

Your letter of January 4 on the subject section has been reviewed with the District Engineer and Resident Engineer Greene in Eugene.

It is the recommendation of region that the glare screen be installed as recommended by the Traffic Section.

as/cw

Versteeg
Olson
1 Christensen Doc
Scott
2 Swenson DKB
Savage
Tracy

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B/V 1-18-77

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
January 4, 1977

Duane O. Christensen
Final Design Engineer

A. E. Shirley, Jr.
Region 3 Engineer

Glare Screen
First Avenue-Pacific Highway Section
Eugene-Springfield Highway
Lane County

Attached is a letter and sketch map showing the proposed glare screen installation as recommended by Traffic. The estimated cost is $5.00 per lineal foot.

A proposal to lineal illuminate this section is presently being reviewed. The need for glare screen is questioned if illumination is installed. Please review that area that is presently illuminated to determine if glare screen is required in illuminated areas and if so, to what extent.

If lineal illumination is not installed to what extent should glare screen be installed if necessary?

This project is scheduled for the March 24, 1977, bid letting.

DOC:az
cc: L. K. Watson

1 Vanstee
2 Olson
Christensen
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Swenson
Savage
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FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

December 29, 1976

FILE:

FROM: L. E. George
Traffic Engineer

SUBJECT: Glare Screen
First Avenue to Pacific Hwy. Section
Eugene-Springfield Hwy. No. 227

TO: J. H. Versteeg
Road Design Engineer

Attention: Lyle Watson
Design Team Supervisor

We have reviewed the preliminary plans for the First Avenue-Pacific Highway Section of the Eugene-Springfield Highway with respect to glare screening. As a result of this review, it is recommended that glare screening be provided on that section of the Eugene-Springfield Highway between Third Avenue (M.P. 0.36) and the west end of the "Q" Street Interchange (M.P. 3.09).

The principal reason for this recommendation is the minimal lateral separation between opposing vehicles on the inside travel lanes. Lateral separation varies between 8.4 feet and 10 feet with New Jersey type median barriers throughout the section between Third Avenue and the "Q" Street Interchange. If glare screens are installed on this section care should be taken to maintain adequate sight distance on the three horizontal curves in the section.

L. E. George
Traffic Engineer

DW:rj

REFERRED TO

Beard ____ Reed ____
Cole ____ Semple ____
Eriksen ____ Watson ____
Heger ____ Wolfe ____
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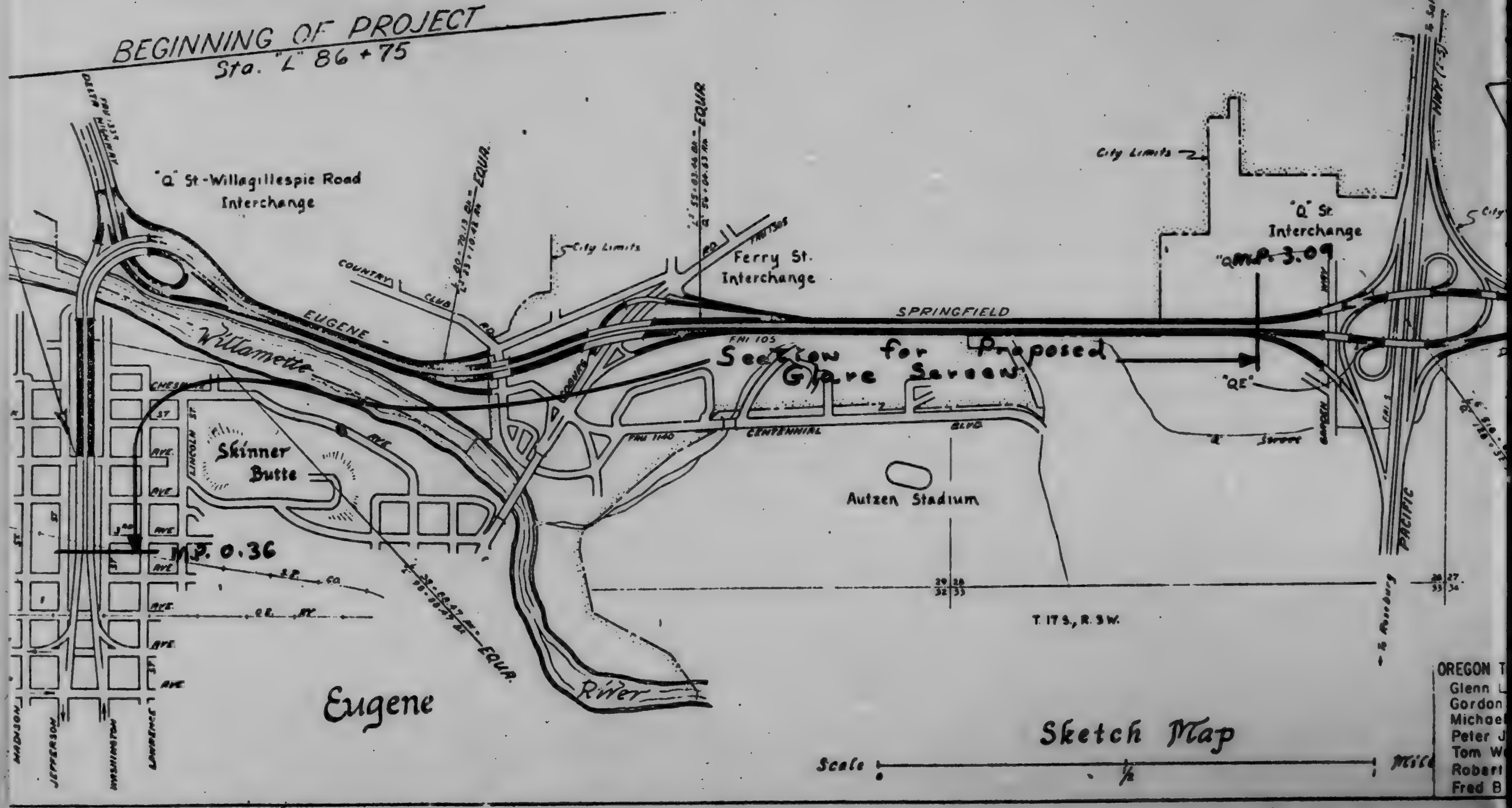
10	Plan & Profile

I AVE. - PACIFIC HWY. (EUGEN

EUGENE - SPRINGFIELD HIGHWAY
LANE COUNTY



Section for Proposed Glare Screen

OREGON T
Glenn L
Gordon
Michael
Peter J
Tom W
Robert
Fred B

PAVE. ~ PACIFIC HWY. (EUGENE) SEC.

EUGENE - SPRINGFIELD HIGHWAY
LANE COUNTY

OF PROJECT
L" 86 + 75

END OF PROJE
Sta. "Q" 15

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City Limits

COUNTRY CLUB RD.

Ferry St.
Interchange

City Limits

"Q" St.
Interchange

"QE" MP. 3.09

SPRINGFIELD

EUGENE -

FAI 105

See View for Proposed Glare Screen

"QE"

CENTENNIAL BLVD.

Autzen Stadium

Drainage

HWY. (I-105)

FAP 28

PACIFIC

T. 17 S., R. 3 W.

Eugene

River

Sketch Map

Scale 0 1/2 Mile

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTATION
Fred B. Klaboe	ASSISTANT DIRECTOR FOR OP

8607 227

FORM 81.[illegible]-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
September 14, 1976

W. H. Piete

FROM: W. H. Piete
Road Designer

SUBJECT: 1st Ave.-Pacific Highway
Eugene-Springfield Highway
Lane County

TO: MEMO TO THE FILES

A Field Review was held on this project yesterday, September 8, in Doug Greene's office in Eugene and on the project. The following people were in attendance:

J. X. Wilson, Region Construction Engineer
D. W. Greene, Resident Engineer
T. P. Lowe, FHWA Area Engineer
N. E. Mann, Road Designer
W. H. Piete, Road Designer
J. Backstrand, Bridge Design Team Supervisor

This review was held to look over the project and resolve some of the major problems before the project is designed. The following items were discussed:

1. Slotted Drain Pipes at superelevation transitions:

   J. X. Wilson was strongly in favor of using slotted drain pipe and felt that they should be backfilled with low grade (commercial, 4-sack) concrete. The problem of maintenance was discussed, but J.X. Felt that they were no more difficult to maintain than a standard inlet drainage system. No other serious objections were presented and everyone agreed to go ahead with it.

2. Guardrail "E" Distance:

   Everyone agreed that the guardrail should be set back the standard 2' "E" Distance on mainline. There are no serious problems with this because the surfacing slopes are wide enough that no sliver fills should be required. There was some discussion regarding paving the extra 2' to the new face of the rail. (J.X. Wilson had some doubts as to the costs versus the benefits of the paving, but Tom Lowe didn't see any real problems.) It was decided to go with the paving.

3. Raising Guardrail:

   This was discussed and the following recommendations were made for guardrail on the ramps.

   a. All new guardrail will be set to the standard 21" height to the bolt hole.

b. All type 1 guardrail will be removed and new guardrail of the appropriate type (mostly Type 2A) will be constructed to the standard height.

c. All type 2 and type 2A guardrail shall be left at it's present height, if over 18" because in order to insure compaction under a raised guardrail post the post must be completely removed and the backfill compacted in the hole. J. X. felt strongly that this is not justified due to the cost. These existing runs would have the paint stripped, posts and blocks added and anchors, end pieces, etc., added as required.

4. Paving Guardrail Flares:

Tom Lowe strongly supported full paving of the guardrail flares because of the extra possibility of regaining control prior to hitting the guardrail. No objections were raised.

5. Extending Guard on B^2 Line:

The tight radius curve (36°) in the Q St.-Willagillespie Road Interchange is definitely a problem. It is quite evident that many cars have left the road and gone over the slope near the beginning of the curve. The original field proposal was to extend the guardrail back to the gore and protect it with a mound. It was obvious, when looking at this in the field, that it would be far better to contour grade the slope and put a mound at the existing end of the guardrail.

6. Topsoil:

There was some discussion on finding a different word to use for the soil put on embankment slopes to distinguish it from the topsoil used in lawn construction. We appear to be paying for topsoil and getting dirt.

7. Grout Pumping:

Grout Pumping to raise some P.C.C. Pavement was discussed. Several possibilities including a separate contract were considered. No definite decisions or recommendations were made.

8. Signing:

There are several signs slightly past the end of the project that were included in the field recommendations for breakaway

supports. These were viewed and discussed. These are two of many signs beyond the interstate system on this highway that require new supports. J. X. Wilson and Tom Lowe will both try to initiate a separate project for all of these signs.

WHP:az
cc: J. X. Wilson
D. W. Greene
T. P. Lowe, F.H.W.A.
J. Backstrand
L. K. Watson
C. G. Swenson
T. Savage

1 Vereteg ✓
Olson
2 Davidson DOC
Scott
3 Swenson WW
4 Savage D2
Trout

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8607

May 27, 1976

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Box 300
Salem, OR 97308

Attention Glenn Hossner

Dear Sir:

First Avenue-Pacific Highway Section
Eugene-Springfield Highway (I-105)
Lane County

We are currently preparing a safety project for I-105 in Eugene and have the Resident Engineer's recommendation to extend the acceleration lanes to form three lanes each way between the Delta Highway Interchange and the Country Club Road Interchange. Attached is John Hank's analysis of the section which indicates that three lanes are needed for the weave section. This is estimated to cost approximately $130,000. No right-of-way would be required.

Your concurrence in adding the auxiliary lanes between the two interchanges is requested.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

Attachment

bc H. S. Coulter
R. L. Schroeder (enc.)
J. H. Versteeg
L. W. Rulien "
J. X. Wilson

ADO:az ja

STATE OF OREGON
Department of Transportation

INTEROFFICE MEMO

TO: J. H. Versteeg, Road Design Engineer
Attention: A. D. Olson

DATE: May 21, 1976

File No.: Lane County

FROM: John Hanks
John Hanks
Project Analysis Manager

SUBJECT:
Eugene-Springfield Highway (I-105)
Country Club Road-Delta Highway Section
Lane County

Weave length and lane requirements have been analyzed for the subject section of I-105. Traffic projections developed from the Eugene-Springfield Area Transportation Study (E-SATS) were used in the analysis. Figure I shows projected ADT and DHV volumes.

The available weave distance (1,200 feet eastbound and 1,500 feet westbound) is adequate to accommodate weaving maneuvers. Lane requirement analysis indicates three lanes each direction are needed for the weave section. The addition of auxiliary lanes between the on and off-ramps would satisfy lane requirements.

From an operational safety standpoint, an unobstructed view of the lane drop 1,000 feet in advance is desirable. Good sight distance is available eastbound and no problems are anticipated. Westbound the auxiliary lane drop is not visible until approximately 550 feet in advance of the off-ramp to Delta Highway (See Figure II). Some vehicles may make a last minute lane change due to the sight distance restriction.

Your observation that the auxiliary will be a black lane alongside of existing Portland Cement Concrete (PCC) pavement and most drivers are local repeaters, tends to temper the hazard of a lane drop surprise. Also, westbound speed is signed for 45 MPH about 1,100 feet preceding the Delta off-ramp.

It appears the benefit of improving the merge and weave conflicts offsets the concern of an auxiliary lane drop. If clearing of existing brush can improve sight distance, this would be recommended.

JH:ap
cc: Bill Cranford

1 Versteeg ✓
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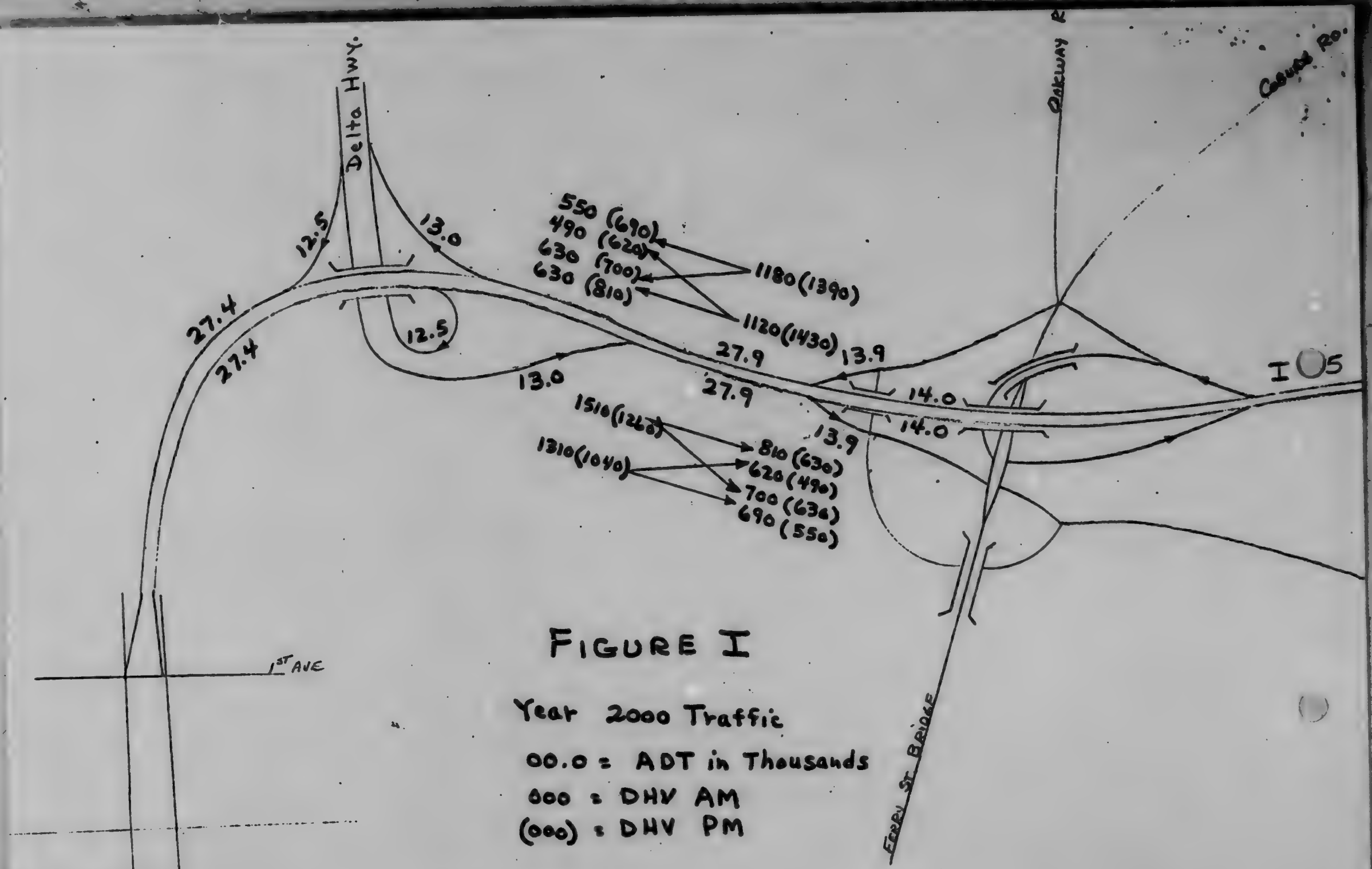

FIGURE I

Year 2000 Traffic

00.0 = ADT in Thousands

000 = DHV AM

(000) = DHV PM

EUGENE

5-20-76

FIGURE II

409-3

"Q" ST. - WILLAGILLESPIE ROAD INT.

221

Salem, Oregon
April 30, 1976

A. D. Olson
Preliminary Design Engineer

First Ave.-Pacific Hwy. (I-5)
Eugene-Springfield Hwy. (I-105)
Lane County

Robert Royer
Assistant Director - Planning

We have a safety project for I-105 in Final Design which has the Resident Engineer's recommendation to extend the acceleration lanes to form three lanes each way between the Delta Highway Interchange and the Country Club Road Interchange. Apparently, there is a heavy move between Country Club Road and the Delta Highway and this would eliminate the need to merge into the existing two lanes for the short distance between the two interchanges (about 1,500 feet westbound and 1,200 feet eastbound). This would, of course, have the complication of dropping this auxiliary lane at the off ramps. Since this would be a black lane alongside of the existing PCC pavement and a high percentage of repeaters, this should not be a problem of the normal lane drop.

Would you please have this reviewed to determine whether traffic warrants this expense ($130,000+) and the potential lane drop problem.

ADO:fw

cc J. X. Wilson

Vorsteeg
Olson
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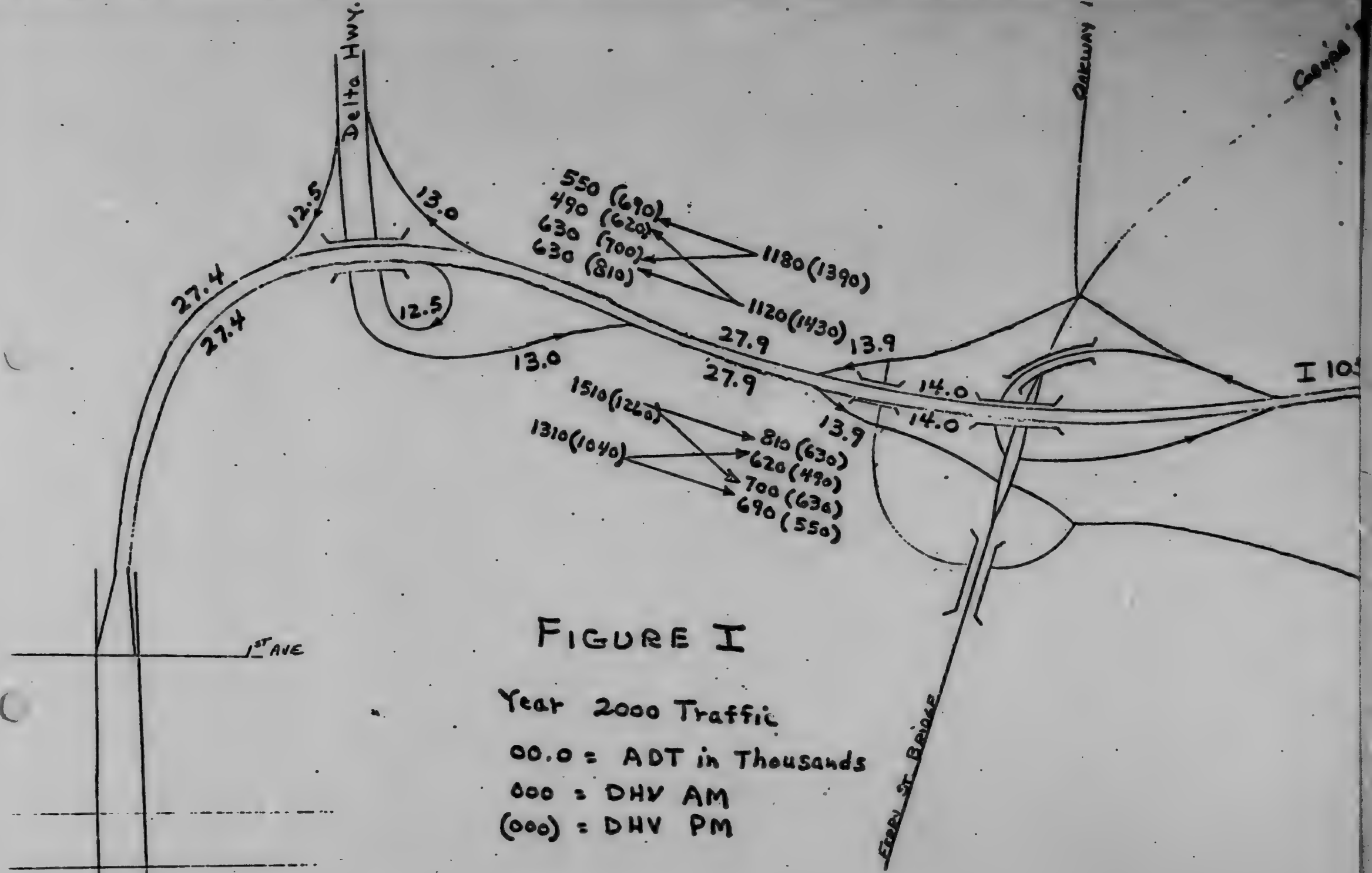

FIGURE I

Year 2000 Traffic

00.0 = ADT in Thousands

000 = DHV AM

(000) = DHV PM

EUGENE

5-20-76

8607

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 4-3

SALEM, OREGON

February 20, 1976

FROM: L. W. Brisbin
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

RECEIVED
STATE HWY ENGR
FEB 23 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

SUBJECT: PROJECT ASSESSMENT
1st Avenue-Pacific Highway
Eugene-Springfield
Lane County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 3 : A. Shirley, Jr.
District 5 : Wm. Anhorn

APPROVED
E. S. Hunter
Date 2-23-76

Orig to Rueben 2/24

8609

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 13, 1976

In reply refer to: 1041DB.3

SUBJECT: Oregon Project I-105-4(-)195
1st Avenue-Pacific Highway
Eugene-Springfield
Lane County
Project Assessment

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's December 12, 1975 letter has been reviewed. We concur with your finding that the proposed project constitutes a nonmajor action.

It should be understood that our concurrence is only on the type of action.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William H. Kyppus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 3, Engelmann)

RECEIVED
STATE HWY ENG'
FEB 18 '76
REFER TO
Rulien
FOR

. 1977 Columbia Blvd. Interch. 8608
. (Col. Blvd. U'Xing) Sec. in
. Parkrose. (Gr., pav. & struc.)

8608

STATE COPY

GOVERNMENT PRINTING OFFICE: 1974 — 732-628

cc: State (H S Coulter)

8-5-80

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	5	Multnomah	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
8-5-80	C. T. Christianson, Area Engineer	I-205-7(55)313

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
5-19-79	9-10-79	%	SCD 12-1-78

APPROVED EXTENSIONS	LOCATION
SCD 4-18-80	Columbia Blvd. @ I-205, Portland

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COLUMBIA BLVD. U-X'ing
E. PORTLAND FREEWAY

Final cost, exclusive of engineering, is $1,488,012, showing a negligible overrun.

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FOR
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8-14
cf

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE C. T. Christianson		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 8-5-80	TITLE Field Operations Engineer	DATE 8-12-80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8604

4.

April 28, 1980

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

COM 5
#8608

Gentlemen:

A post-final payment for $7,800 will be made to David A. Mowat Co. on Contract No. 8608 for work on the Columbia Boulevard Interchange (Columbia Boulevard Undercrossing) Section of the East Portland Freeway in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,489,892.34 including the post-final payment. Of the total $10,584.81 is for force account.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

khr
cc: David A. Mowat Co.
P. O. Box 1201
Bellevue, WA 98009

bc: C. T. Keasey
Walt Hart
E. L. Hardt

8601.

4.

CON 5

April 18, 1980

David A. Nowat Company
Post Office Box 1201
Bellevue, WA 98009

Gentlemen:

Time Extension Request
Columbia Blvd. U'Xing
FAP No. I-205-7(55)313
Contract No. 8608

I have received and reviewed the recommendation of our Contract Claim Review Board relative to your request for reconsideration of contract time on the above project.

A contract time extension of 26 calendar days is granted due to delays resulting from the cement shortage during the fall of 1978. The revised completion date for Phase "B" of this project is May 19, 1979. This will eliminate all liquidated damages under this contract.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:fr jh
bc: Federal Highway Administration
R. L. Schroeder
D. H. Moehring
C. T. Keasey
E. L. Hardt
V. E. Skoog
J. L. Sollis
Robert Shotwell
Robert Church

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction DEPT. 378-6318 TELEPHONE

FILE: CON 5 #8608

DATE: April 11, 1980

TO: H. S. Coulter
State Highway Engineer

FROM: O. B. Jackmond, Secretary
Contract Claim Review Board

SUBJECT: Time Extension Request
Columbia Blvd. U'Xing
Contract No. 8608
FAP No. I-205-7(55)313

The contractor on the above project presented an appeal of the State's prior ruling on his contract time extension request to the Claim Review Board on April 10.

A cement shortage during September, October and November, 1978 disrupted and slowed the pouring of the concrete bridge deck. The State acknowledged the shortage of cement and previously granted a 38 calendar day time extension for that reason. The contractor stated that the State, in granting this additional time, did not properly evaluate the total job impact of this delay. The contractor presented evidence which indicated that he would have completed the project without an overrun in contract time if the cement shortage had not occurred. Therefore, the contractor requested to be relieved from the 26 days of liquidated damages ($7,800) on this project.

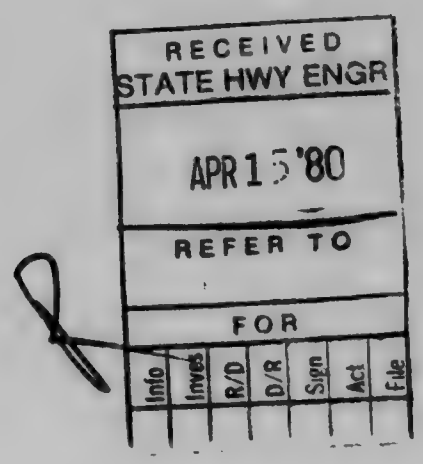
The three board members present agreed with the contractor and recommend that an additional time extension of 26 calendar days be granted.

This is a Federal Aid Interstate project and FHWA concurrence will not be required. A rough draft letter to the contractor is enclosed.

OBJ:fr

Enc.

cc: R. L. Schroeder
L. W. Rulien
V. E. Skoog
Jack Sollis
D. H. Moehring
Ed Hardt
Bob Shotwell
FHWA



8608

February 25, 1980

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

COM 5
Contract #8608

Gentlemen:

A post-final payment for $6,300.00 will be made to David A. Mowat Co. on Contract No. 8608 for work on the Columbia Boulevard Interchange (Columbia Boulevard Undercrossing) Section of the East Portland Freeway in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,482,092.34 including the post-final payment. Of the total $10,584.81 is for force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: David A. Mowat Co.
P. O. Box 1201
Bellevue, WA 98009

Parker, Smith & Feek, Inc.
1919 Bank of California Center
Seattle, WA 98164

bc: C. T. Keasey
Walt Hart
E. L. Hardt

#8608

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 15, 1980 CON 5

David A. Mowat Company
P. O. Box 1201
Bellevue, WA 98009

Gentlemen:

Re: Time Extension
Columbia Blvd. U'Xing.
Multnomah County
Contract 8608

The additional supportive data concerning your request for time extensions on the above project has been carefully reviewed. In light of the additional information and review of previous data, an additional 21 calendar days is granted for Phase "B" of the contract. Considerations in granting the additional time were the cement shortage and adverse weather conditions in 1978 and 1979. There remains 26 days liquidated damages under Phase "B".

Should you have any questions concerning this time extension, please contact the Resident Engineer.

Sincerely,

C. T. Keasey
Ass't. State Highway
Engineer

Noted
H S COULTER

CTK:mk

bc: H. S. Coulter
E. L. Hardt
R. Shotwell
R. Church
FHWA

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8608

November 1, 1979

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#8608

Gentlemen:

A post-final payment for $2,100 will be made to David A. Mowat Co. on Contract No. 8608 for work on the Columbia Blvd. Interchange (Columbia Blvd. Undercrossing) Section of the East Portland Freeway in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,475,792.34 including the post-final payment. Of the total $10,584.81 is for force account.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr
cc: David A. Mowat Co.
P. O. Box 1201
Bellevue, WA 98009

United Pacific Insurance Co.
Portland Branch Office
Suite 600, 700 N.E. Multnomah
Portland, OR 97232

bc: C. T. Keasey
Walt Hart
E. L. Hardt

8608

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 22, 1979

RECEIVED
STATE HWY ENGR
OCT 24 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

David A. Mowat Company
P. O. Box 1201
Bellevue, Washington 98009

Gentlemen:

Re: Time Extension Request
Columbia Blvd. Interchange
Contract No. 8608
I-205-7(55)313

Your request for a 15 working day time extension for the performance of "non critical path activities" has been carefully reviewed. The work you refer to as "non critical path" was the removal of the old structure, which was a specific requirement and a separate bid item under this contract. Your request must, therefore, be denied.

During the review of your request we did find two items that warranted additional time. Wet pavement prevented the State from placing traffic lines on the new structure for four days and these days are hereby returned to you. Also, our letter of June 11, 1979, contained an error in the stated revised completion date for phase (b) of the project. The stated date was February 14, 1979, and this date should have been February 17, 1979. These three days are also returned to you. Therefore, an effective time extension of seven calendar days for completion of phase (b) of this project is granted. There remains 47 days of liquidated damages under this contract.

Your letter of September 19 requests a meeting to review contract time on this project. Resident Engineer Robert Shotwell will contact you and arrange a meeting in the Construction Branch Office in Salem at a time convenient to all parties.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ/db
cc: H. S. Coulter ✓ FHWA
Ed Hardt Bob Church
Robert Shotwell (Please arrange meeting)

8608

STATE OF OREGON

Highway Construction (DEPT.) 378-6318 (TELEPHONE)

INTEROFFICE MEMO

FILE: CON 5 #8608

TO: Memo to File

DATE: October 22, 1979

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Fourth Time Extension Request
Columbia Blvd. Interchange
Contract No. 8608
I-205-7(55) 313

David A. Mowat Company has requested an additional 15 calendar days to complete Phase "B" of this project. The contractor also requests a meeting to review the assessment of contract time and liquidated damages.

Pertinent contract times and dates are:

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Contract Awarded		October 3, 1977
Specified Completions		
	Phase "A"	March 1, 1978
	Phase "B"	December 1, 1978
Extensions Granted		
	Phase "A"	March 9, 1978
	Phase "B"	February 14, 1979
Actual Completion		
	Phase "A"	March 3, 1978
	Phase "B"	May 19, 1979
Current Liquidated Damages		54 days = $16,200.00

Three previous requests for time extension have been submitted on this contract and these are summarized below:

	Requested		Granted	
Req. No.	Time	Reason	Time	Reason
1	8 CD	Utility Reloc.	8 CD*	Utility Reloc.
2	18 CD	Weather	0	Weather
	52 CD	Cement Short.	34 CD**	Cement Short.
3	37 CD	Stop Order	36 CD**	Stop Order
	115 CD		78 CD	

(*Phase (a) and (b)
(**Phase (b) only)

The contractor's current request for 15 additional calendar days is "for performing, what we consider, non critical path activities after substantial completion of the contract.".

On May 4, 1979, the new structure was finished and ready to accept traffic. Wet weather prevented the State from performing the necessary pavement striping and traffic was placed on the new structure on May 8. The existing (old) structure was to be removed as a part of the work required under this contract, and it could not be removed until traffic was placed on the new structure. The existing (old) structure removal was completed on May 19. The contractor's claim that removal of the existing structure was "non critical path" work and was work after "substantial" project completion is not valid and is not a "bona fide" reason for time extension. The existing structure removal was a separate bid item under this contract and was obviously a part of the "work" to be done within the time specified. However, the delay in shifting traffic due to conditions unsuitable for pavement striping by the State is beyond the control of the contractor and is a valid reason for time extension. Therefore, the 4 calendar days from May 4 to May 8 should be granted.

The third time extension granted 36 calendar days and incorrectly set the revised completion date for Phase "B" as February 14, 1979. The revised completion date for Phase "B" should have been February 17, 1979, and the contractor is due an adjustment of 3 calendar days due to this error. Phase "B" was completed on May 19, or 80 calendar days after February 17. A stop work order was written covering 29 calendar days during March and April leaving 51 calendar days and the 4 days granted in the current request results in 47 days remaining liquidated damages on this project.

This is a Federal Aid Interstate project and FHWA concurrence in this time extension is not required.

The contractor will be invited to review contract time with the Construction Branch.

OBJ/db

cc: H. S Coulter
Ed Hardt
Robert Shotwell
FHWA

8608

TELEPHONE 747-7393

DAVID A. MOWAT COMPANY

General Contractors

P.O. BOX 1301

BELLEVUE, WASHINGTON 98009

September 18, 1979

Oregon State Department of Transportation
Highway Accounting Section
Highway Division
Room 434, Transportation Building
Salem, Oregon 97310

Re: Columbia Boulevard U'Xing
Contract No. 8608

Gentlemen:

Enclosed is the final contract voucher on the above referenced project. The signing of this voucher does not constitute a waiving of our right to contest Item 6001, Liquidated Damages. Therefore, the final contract amount shown is subject to change pending the outcome of our appeal.

Sincerely yours,

DAVID A. MOWAT COMPANY

Tom Gaetz, Project Manager

TG/js

cc: Robert Shotwell

Enclosure

C. Head ℓ

COPY

MAILED
C. W. HEAD

8608

2

September 12, 1979

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8608 awarded to David A. Mowat Company for work on the Columbia Boulevard Interchange (Columbia Boulevard Undercrossing) Section of the East Portland Freeway in Multnomah County was completed on May 19, 1979, and accepted by the State Highway Engineer on September 10, 1979.

Final payment in the amount of $49,815.06 will be released to the contractor after September 17, 1979. The total contract amount is $1,473,692.34 including $10,584.81 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

klp

cc David A. Mowat Company
P. O. Box 1201
Bellevue, WA 98009

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

8608

June 11, 1979

David A. Mowat Company
Post Office Box 1201
Bellevue, WA 98009

Gentlemen:

Time Extension Request
Columbia Blvd. U'Xing
Contract No. 8608
FAP No. I-205-7(55)313

Your request for additional time due to a suspension of work on the subject project has been reviewed. An extension of 36 calendar days is hereby granted as a result of a suspension of work by the Engineer. The revised specified completion date for phase (b) of this project is February 14, 1979.

Sincerely,

D H Moehring

for H. S. Coulter
State Highway Engineer

OBJ:fr jh
bc: Federal Highway Administration
C. T. Keasey
Ed Hardt
Robert Shotwell
Robert Church
Richard Hacek

FORM 81-734-2030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 7, 1979

FILE: CON 5 #8608

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Columbia Blvd. U'xing
Contract No. 8608
Multnomah County

The contractor on the above project, David A. Mowat Company, has requested a 37 calendar day time extension due to cold weather conditions and a resultant verbal shut down order by the Resident Engineer.

Two previous extensions of time have been granted on this contract. The first time extension granted 8 calendar days due to course of construction utility adjustments, and the second time extension granted 34 calendar days due to delays resulting from a cement shortage.

The contractor states that a verbal stop work order was issued on January 9, 1979 stopping the grouting of post tensioning ducts and that the stop work order was not rescinded until February 14, 1979. Grouting work was resumed on February 14 and completed on February 16, 1979. Further, the previously granted 42 calendar day (8 + 34) time extension for excusable delays forced the grouting work to be delayed from late November, 1978 to early January, 1979 and into unseasonably cold weather.

Both points are valid. The Resident did issue a verbal stop work order until weather conditions were suitable for the grouting work. One could expect to be able to perform grouting work in late November, whereas weather conditions in January would make such work questionable. The contractor's request is therefore valid except that the time from January 9 to February 14 is 36 calendar days.

It is therefore recommended that a 36 calendar day extension of time be granted to complete phase (b), all work, of this contract.

This is a Federal-aid Interstate project and FHWA concurrence will not be required.

A rough draft letter to the contractor is enclosed.

OBJ:fr
Enc.

cc: Ed Hardt
Robert Shotwell

RECEIVED
STATE HWY ENGR
JUN 8 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sig | Act | File

Form 81-794-3200

OREGON STATE HIGHWAY DIVISION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Division
Salem, Oregon

Date April 2, 1979

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 532 days to 569 days, within which to complete our Contract No. 8608, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached letters dated February 2, 1979, and March 30, 1979.

Respectfully submitted,

DAVID A. MOWAT COMPANY
Contractor

By Tom Gaetz
Thomas W. Gaetz, Project Manager

CONSENT OF SURETY

Date April 2, 1979

We, United Pacific Insurance Company

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Keith Douglas Attorney-in-fact
Parker, Smith & Feek, Inc.
1919 Bank of California Center
Seattle, Wa. 98164
Resident Agent

(SEAL)

OREGON STATE HIGHWAY DIVISION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8608 Contractor David A. Mowat Co.

Highway East Portland Freeway

Section Columbia Blvd. U'Xing

Kind of Work Grade, pave, Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Thirty-six (36) calendar days granted as a result of a suspension of work by the Engineer. Revised specified completion date for phase (b) is February 14, 1979.

Recommended for Approval:

Marion Astl
Region Engineer

C. B. Jackson jr.
For Construction Engineer or Bridge Engineer

H S Coulter
State Highway Engineer

Contract No.	8608
Project designation	Federal (State-Federal)
Date awarded	October 3, 1977
Work started	November 15, 1977
Per cent completed	92.14 (3-31-79) (Date)
No. of Workdays Allowed	Jan. 12, 1979 (477 days)
No. of Workdays Used	(555 days) Mar. 31, 1979
No. of Added Workdays Requested	37

EP-19682-734

TELEPHONE 747-7393

DAVID A. MOWAT COMPANY

General Contractors

P.O. BOX 1201

BELLEVUE, WASHINGTON 98009

March 30, 1979

Oregon State Highway Department
9898 N. E. Hancock Drive
Portland, Oregon 97220

Attention: Mr. Robert Shotwell

Re: Columbia Boulevard Interchange
Contract No. 8608

Gentlemen:

Please refer to my letter dated February 2, 1979, regarding the suspension of grouting operations. Because of moderating weather conditions, we were notified that a resumption of that work could begin the week of February 12th. On February 14th the grouting operation was resumed and completed on the 16th of February.

We are requesting that an extension of contract time be given for the period January 9th to February 14th or 37 calendar days. The 37 days represents the delays to our critical path due to the suspension or work.

Sincerely yours,

DAVID A. MOWAT COMPANY

Tom Gaetz

Tom Gaetz, Project Manager

TG/js

RECEIVED
APR
ROBERT E. SHOTWELL
RESIDENT BRIDGE ENGINEER

TELEPHONE 747-7333

DAVID A. MOWAT COMPANY
General Contractors
P.O. BOX 1201
BELLEVUE, WASHINGTON 98009

February 2, 1979

Oregon State Highway Department
9898 N. E. Hancock Drive
Portland, Oregon 97220

Attention: Mr. Robert Shotwell

Re: Columbia Boulevard Interchange

Gentlemen:

On January 9, 1979 our prestressing subcontractor completed stressing the structure and was ready to proceed with the grouting operation which would complete that portion of the contract. On that same day we were notified by Joe Simpson of your office to discontinue with the grouting process until such time that the temperature in the cells reaches and maintains approximately a 40 degree temperature for a period of 4 to 5 days.

The temperature on January 9th had a low of 22 degrees and a high of 28 degrees with an east wind of 10-20 mph. This day followed a week of severely cold temperatures which saw lows in the teens and highs in the low 20's with a constant east wind. Therefore, the Highway Department's decision to suspend grouting operations did not come as a surprise.

Since the time of suspension the weather picture has not moderated significantly and grouting operations have yet to resume. We feel that because of the adverse effect this delay has on our critical path we will be seeking an extension of contract time for the period beginning January 9th and continuing until the grouting operation recommences.

Sincerely yours,

DAVID A. MOWAT COMPANY

Tom Gaetz, Project Manager

TG:cm

COPY

8608

8

FORM 81-734-8001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
5 CONSTRUCTION AND BRIDGE SECTION

SECTION: Columbia Blvd. U'Xing		WEEK ENDING: May 26, 1979
		SECTION PREFIX: 626-1053
HIGHWAY: East Portland Freeway		COUNTY: Multnomah
NAME OF JOB: Columbia Blvd. U'Xing	KIND OF WORK: Grade, pave, structures	
CONTRACTOR: David A. Mowat Co.	CONTRACT NUMBER: 8608	FEDERAL AID PROJECT NUMBER: I-205-7(55)313
DATE OF CONTRACT: October 3, 1977	DATE WORK STARTED: November 15, 1977	ESTIMATED COMPLETION DATE: A. Complete B. Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: A. 3-9-78 B. 1-12-79	PERCENT OF TIME ELAPSED: A. complete B. complete
PROJECT AUTHORIZATION: $ 1,670,625.00		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 1,551,825.00	ENGINEERING AUTHORIZATION $ 118,800.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 1,511,979.19	ENGINEERING COST TO DATE $ 120,387.33	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 2.56 %	PERCENT OF AUTHORIZATION 101 %	DATE PROJECT WAS COMPLETED: MAY 19, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	Detour Str.	Col. Blvd. Str.	Elec.
100	100	100	100	100	100	100	100
			GRADING	concrete barrier	traffic protection	detour removal	PAVING
MILES IN PROJECT			0.26	0.26	0.26	0.26	0.26
MILES PARTIALLY COMPLETED			0.26	0.26	0.26	0.26	0.26
MILES COMPLETED			0.26	0.26	0.26	0.26	0.26
TOTAL ESTIMATED QUANTITIES (CONTRACT)			55,300 CY	900 LF	100 %	100 %	1,100 T
TOTAL QUANTITIES CORRECTED TO DATE			47,654.5 CY	900 LF	100 %	100 %	1,100 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			47,654.5 CY	900 LF	100%	100%	1518 T
AVERAGE DAILY QUANTITIES (this week)			0	0	0	0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			0	0	0	0	0
NUMBER OF SHIFTS PER DAY			0	0	0	0	0
HOURS PER SHIFT			0	0	0	0	0

EQUIPMENT USED DURING THE WEEK:

None.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DATE CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	20		NA		Specified completion date.
MONDAY	21	clear-warm			
TUESDAY	22	cloudy			
WEDNESDAY	23	cloudy			
THURSDAY	24	partly cloudy			
FRIDAY	25	Sunny			
SATURDAY	26				

RECEIVED
MAY 29 1979
CONSTRUCTION BRANCH

Keesey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Haines, Widmer, Gebauer, Church

	GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK
5 20 SUNDAY	Sat. May 19, 1979. Finished the removal of debris. Bridge
21 MONDAY	Project complete.
22 TUESDAY	
23 WEDNESDAY	
24 THURSDAY	
25 FRIDAY	
26 SATURDAY	

REMARKS

STATUS: All work done. Project complete. Last Report.

SIGNED _____ LOCATION _____

Robert E. Shotwell, Resident Engineer

9898 N.E. Hancock Drive
Portland, Oregon 97220

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F816

8608

March 30, 1979

David A. Mowat Company
Post Office Box 1201
Bellevue, WA 98009

Gentlemen:

Time Extension
Columbia Blvd. U-xing
Multnomah County
FAP No. I-205-7(55)313
Contract No. 8608

We have reviewed your request for a time extension on the above project. A 34-calendar day increase is hereby granted for phase (b) of the project. The consideration in granting this extension was lost time due to the cement shortage. The specified completion date for phase (b) will be revised to January 12, 1979.

The weather was considered reasonably predictable and not a valid reason for adjustment of contract time.

Sincerely,

ORIGINAL SIGNED BY H. S. COULTER

H. S. Coulter
State Highway Engineer

OBJ:DA:fr ji

bc: C. T. Keasey
Robert Church
Ed Hardt
Robert Shotwell
FHWA

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 26, 1979

FILE: CON 5 #8608

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Columbia Blvd. U'xing
Multnomah County
Contract No. 8608

David A. Mowat Company, contractor on the above project, has requested a 70-day increase in which to complete the project. Reasons given by the contractor for this request are weather delays (18 days) and cement shortages (52 days).

An eight day extension was granted on May 23, 1978 for both phase (a) detour excavation and embankment construction, and (b) total project. A utility company was permitted to adjust their lines after the detour was opened to eliminate working under traffic. The project was delayed until the utility work was completed. Phase (a) work was completed within the revised specified completion.

In review of this request, we agree with the findings of the resident engineer concerning the cement shortage. A copy of his analysis is attached. A few minor corrections were made in the day count and converting to calendar days.

The contractor requested the time from the date originally scheduled for prestressing until the prestressing was actually able to be performed. It appears he could not have met his original schedule even if his operation were able to continue in the original planned sequence. The actual lost time would compare with the resident's analysis. It is recommended that 34 calendar days be granted due to the cement shortage.

We do not recommend granting any time for weather related delays. The lost time occurred early in the project, during the 1977-78 winter. Rain and icy conditions are not unusual during the months of December through February and lost time should be anticipated.

It is recommended the contractor be granted a total of 34 calendar days in which to complete phase (b) of the project.

FHWA concurrence will not be required. A rough draft letter to the contractor is attached.

RECEIVED
STATE HWY ENGR
MAR 27 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sgn | Act | File

OBJ:DA:fr
Att.
cc: Ed Hardt
Robert Shotwell

Form 21-791-2000

OREGON STATE HIGHWAY DIVISION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Division
Salem, Oregon

Date January 23, **19** 79

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 428 **days to** 498 **days, within which to complete our Contract No.** 8608, **without the assessment of liquidated damages. The said contract is described as follows:**

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Contract progress severely interrupted due to unusually severe weather conditions and cement shortages. See attached letter.

Respectfully submitted,

DAVID A. MOWAT COMPANY
Contractor

By Tom Mowat

CONSENT OF SURETY

Date January 22, **19** 79

We, United Pacific Insurance Company

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Keith Douglas Attorney-in-fact
Parker, Smith & Feek, Inc.
1919 Bank of California Center
Seattle, Wa. Resident Agent
98164

(SEAL)

OREGON STATE HIGHWAY DIVISION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8608 Contractor David A. Mowat Co.

Highway East Portland Freeway

Section Columbia Blvd. U'Xing

Kind of Work Grade, pave, structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or GRANTED. The reasons for such recommendation are as follows:

Thirty-four (34) calendar days are granted for the delays resulting from a cement shortage.

Recommended for Approval:

Warren Cafft
Region Engineer

O. B. Jackson
For Construction Engineer-~~or Bridge Engineer~~

H. J. Coulter
State Highway Engineer

Contract No.	8608
Project designation	Federal (State-Federal)
Date awarded	October 3, 1977
Work started	November 15, 1977
Per cent completed	88.09 (1-27-79) (Date)
No. of Workdays Allowed	Dec. 9, 1978 (443 days)
No. of Workdays Used	(492 days) Jan. 27, 1979
No. of Added Workdays Requested	70

SP*1000-726

FORM 81-734 10-70

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

9898 N.E. Hancock Drive
Portland, Oregon 97220
January 31, 1979

FILE:

FROM: Joseph D. Simpson
Ass't. Res. Engr.

SUBJECT: Columbia Blvd. U'Xing
Contract No. 8608

TO: Marion Craft
Regional Construction Engineer

Attached is a Contractors Request for Increase in Number of Work Days from David A. Mowat Co. for Columbia Blvd. U'Xing, Contract No. 8608.

OD RE RME RCE BE
TE RECEIVED RSM
UE FEB 1 1979 RSE
SO REGION 1 RBI
TO

This request is for 70 days based on two conditions:

1. Weather
2. Cement Shortage

The first page of Contractors transmittal letter (attached) deals with weather. A description of the listed dates from our records follow:

Day	Description
12-2-77	Rained out but not unusual
12-13-77	Rained out but not unusual
12-14-77	Showers, not unusual
* 1-3 to 1-8-78	6 Days of unusually severe ice ("Silver thaw").
2-1-78	Contract work was performed
2-6-78	Contract work was performed
2-7-78	Contract work was performed
2-8-78	Sunshine all day.
2-9-78	Overcast
2-10-78	Weather good enough to pave detour structure.
2-11-78, 2-12-78	Saturday and Sunday, contractor did not make it a practice working weekends.
2-13-78	Striped detour and epoxy down traffic markers.

* Of the 18 days listed, these 6 days were non-workable.

Note: six days of "winter" not ... le for ... particularly ... calendar ...

The second and third pages deal with the cement shortage.

A description of this follows:

Date	Description
9-28-78	Deck was not ready to pour.
9-29-78 to 11-21-78 = ~~53~~ 54	days listed.

Included in these 53 days is set-up time for 3 deck pours which required at least 2 days each and 4 days which the decks were placed.

This amounts to:

3 X 2 days set-up = 6 days
4 X 1 day deck pour = 4 days

Work
-10 Days

10+4=14×1.4=20 cd

Sidewalk: Form, re-bar and pour = 4 days tight.

So, ~~53~~ 54 days - ~~14~~ 20 days = ~~39~~ 34 days directly affected by the "cement shortage."

We recommend these 39 days plus the 6 days of ice (45 days) be considered for additional time extension.

JDS:rsr

XC: Files.

TELEPHONE 747-7393

DAVID A. MOWAT COMPANY
General Contractors
P.O. BOX 1201
BELLEVUE, WASHINGTON 98009

January 23, 1979

Oregon State Highway Department
9898 N. E. Hancock Drive
Portland, Oregon 97220

Attention: Mr. Robert Shotwell

Re: Columbia Boulevard Interchange

COPY

Gentlemen:

We are hereby requesting an extension in contract time to cover delays that have been experienced during the project. This request is for delays to critical path items of work which were caused by conditions over which we had no control. Listed below is a recap of the days we consider as non-workable along with a description of the situation:

Day	Description	Calendar Day Request
12/2/77 12/13/77 12/14/77	Rained out of detour excavation due to unusually severe rain and wind storms	3
1/3/78 1/4/78 1/5/78 1/6/78 1/7/78 1/8/78	Ice and snow storms had completely paralyzed Portland. Construction of detour bridge halted.	6
2/1/78	Severe wind and rain stopped detour bridge construction.	1
2/6/78 2/7/78 2/8/78 2/9/78 2/10/78 2/11/78 2/12/78 2/13/78	Heavy rains and cold temperatures continued for one week. Paving of detour was interrupted for that period.	8

Day	Description	Calendar Day Request
9/28/78 – 10/9/78	Ordered concrete for first deck pour on 9/28/78. Concrete supplier informed us that because of the cement shortage, we would be placed on a furnish when they can basis. Poured deck on 10/10/78.	*
10/12/78 – 10/16/78	Ordered deck pour for 10/12/78. Continued cement shortage. Did not receive concrete until 10/17/78 for deck pour #2.	*
10/23/78 – 11/7/78	Ordered concrete for deck pour #3 on 10/23/78. Cement situation the same. Concrete delivered on 11/8/78 for pour #3.	*
11/10/78 – 11/13/78	Ordered concrete for pour #4 and sidewalk. Received concrete on 11/14/78 for the deck pour only.	*

Day	Description	Calendar Day Request
11/14/78 11/15/78 11/16/78 11/17/78 11/18/78 11/19/78 11/20/78 11/21/78	Poured last sidewalk section on 11/22/78.	*

*Our construction schedule called for two deck pours and one sidewalk pour with a time of 5 days allowed for those activities. Prestressing operations would have begun on October 16, 1978. However, because of the cement shortage, we had to completely revamp our procedure and break the deck and sidewalk pours into smaller increments and then wait until such time that the concrete supplier had enough cement to provide the concrete. Our last critical pour was made on November 22, 1978 and prestressing operations began on December 7, 1978 which represents a 52-day delay to the construction schedule.

We feel that the time shown here represents delays that must be considered extremely unusual and totally out of our control. We are not requesting that time be given for every day that we couldn't work because of inclement weather, but only those days that work on the critical path items was delayed because of unusually severe conditions. In addition we wish to state that this request is for an extension of contract time only up through the period ending December 7, 1978 with no subsequent claim for additional compensation forthcoming.

Sincerely yours,

DAVID A. MOWAT COMPANY

Tom Gaetz

Tom Gaetz, Project Manager

cm

Enclosures

RECEIVED
JAN 2 6 1979
ROBERT E. SHOTWELL
RESIDENT BRIDGE ENGINEER

8608

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROW 18-4

November 8, 1978

In Reply Refer to
File No.:

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street, N.E., Suite 100
Salem, OR 97301

Attention C. T. Christianson
Area Engineer

Interim Lighting
Portland General Electric Company
Columbia Boulevard Interchange
(Columbia Boulevard U'Xing) Section
East Portland Freeway
Multnomah County
Project No. I-205-7(55)313

Gentlemen:

Here is a copy of an Estimate of Cost for the installation of interim lighting on Northeast Columbia Boulevard at the East Portland Freeway undercrossing prepared by Portland General Electric Company, dated October 23, 1978, and a sketch showing the proposed location of lighting.

Work on the Northeast Columbia Boulevard undercrossing structure is nearing completion and the detour, along with its temporary lighting, is being removed. Interim lighting on Northeast Columbia Boulevard is required until a street lighting project is let and permanent lighting installed.

The detour lighting was anticipated and set up in the project cost. The interim lighting was not anticipated at the time the project authorization was prepared.

Your approval of the actual cost agreement for interim illumination as evidenced above and authorization to proceed with the work is requested. Estimated cost to the State is $4,158.69. The work will be covered by State Force Order under Contract 8608, Prefix 626-1053-270-.

Yours truly,

D. E. Swan
Federal Aid Engineer

RECEIVED
TECHNICAL SERVICES
NOV 9'78
REFER TO
FOR

DES/seb
Enclosure
cc: E. S. Hunter
Robert Shotwell
Jack Cartwright
Gary Kennen

8608

8

May 23, 1978

David A. Mowat Company
Post Office Box 1201
Bellevue, WA 98009

Gentlemen:

Time Extension Request
Columbia Boulevard Undercrossing
Contract No. 8608

Your request for additional time in which to complete this project has been carefully reviewed. For the reasons stated in your request, a time extension of eight days is hereby granted. The specified completion dates for portions (a) and (b) of the project are therefore revised to March 9, 1978 and December 9, 1978, respectively.

Should you have further questions in this matter, please contact the Resident Engineer.

Sincerely,

H. S. Coulter
State Highway Engineer

bc C. T. Keasey
E. L. Hardt
Robert Shotwell
Robert Church
Richard Kacek

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: May 22, 1978

In reply refer to: HFO.6-OR

SUBJECT: Oregon Project I-205-7(55)313
Columbia Blvd. Interchange
East Portland Freeway
Contract 8608, Time Extension.

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Oregon Department of Transportation
Salem, Oregon

I concur in the proposed 8-day time extension as recommended. This extension should have been granted in February when agreement was made to the change in work schedule.

G. K. Hammer
for G. L. Green

RECEIVED
STATE HWY ENGR
MAY 23 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

FORM 81-734-2030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR

May 10, 1978

FROM: O. B. Jackmond
for Contract Admin. Engr.

SUBJECT: Time Extension Request
Col. Blvd. U'Xing.
Contract No. 8608

TO: H. S. Coulter
State Highway Engineer

The contractor on the subject project, David A. Mowat Co., has requested an eight (8) day extension of the fixed dates specified for this project.

Pertinent contract time data is as follows:

Contract Awarded	Oct. 3, 1977
Work Started	Nov. 15, 1977
Specified Completion	(a) 3/1/78 (b) 12/1/78
Work Completed	(a) 3/3/78 (b) Incomplete
Liquidated Damages to Date	2 days @ $100

The haul road excavation required in part (a) of the project was delayed from February 15, 1978 when the detour was opened to traffic, through February 23, 1978 when Northwest Natural Gas completed the adjustment of their facilities. The utility could have performed their work prior to opening the detour but that would have required performing the work under traffic. Therefore it was determined best to await completion of the detour which provided greater safety and less disruption to traffic.

Delay to the haul road excavation in turn delayed part (b) of the project. An extension of eight days to both of the specified completion dates is recommended.

This is a federal-aid project and FHWA approval is required. A rough draft letter to FHWA is attached. A draft response to the contractor is also attached.

OBJ:mk

Attach.

cc: Robert Church

RECEIVED
STATE HWY ENGR
MAY 16 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8608 Contractor David A. Mowat Company

Highway East Portland Freeway

Section Columbia Blvd. Intchge. (Col. Blvd. U'xing)

Kind of Work Grading, Paving and Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

An extension of eight (8) days in both specified completion dates is granted due to utility adjustments performed after the detour was opened to traffic.

Recommended for Approval:

Division Engineer

C. B. Jakeman

Construction Engineer ~~Bridge Engineer~~

H. L. Coulter

State Highway Engineer

Contract No.	8608
Project designation	Federal (State-Federal)
Date awarded	October 3, 1977
Work started	November 15, 1977
Per cent completed	21.48% March 5, 1978 (Date)
Specified Completion	a. 3-1-78 b. 12-1-78
Completion Date	a. 3-3-78 b. Incomplete
New Specified Completion Dates Requested	a. 3-9-78 b. 12-9-78

SP*8200-734

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date March 7, 19 78

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 420 days to 428 days, within which to complete our Contract No. 8608, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Contract progress was interrupted due to a utility relocation performed by others during the period of February 15th through February 23rd. See attached letter.

Respectfully submitted,

DAVID A. MOWAT COMPANY
Contractor

By Jim Saitz Project Manager

CONSENT OF SURETY

Date March 8, 19 78

We, United Pacific Insurance Company

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Guy H Bockus Jr
Attorney-in-fact Guy H. Bockus, Jr, (SEAL)

Parker, Smith & Feek, Inc.
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 3608 Contractor David A. Mount Company

Highway East Portland Freeway

Section Columbia Blvd. Interge. (Col. Blvd. U'ring)

Kind of Work Grading, Paving and Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be~~XXXXXXXX~~ GRANTED. The reasons for such recommendation are as follows:

An extension of eight (8) days in both specified completion dates is granted due to utility adjustments performed after the detour was opened to traffic.

Recommended for Approval:

Division Engineer

O. B. Jacobsen
F.v Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

Contract No.	3608
Project designation	Federal ~~State-Federal~~
Date awarded	October 5, 1977
Work started	November 15, 1977
Per cent completed	21.4% March 5, 1978
Specified Completion Dates Requested	a. 3-1-78 b. 12-1-78
Completion Date	a. 3-3-78 b. Incomplete
New Specified Completion Dates Requested	a. 3-9-78 b. 12-9-78

SP*8296-734

E-238 (2/64)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date March 7, 19 78

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 420 days to 428 days, within which to complete our Contract No. 8608, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Contract progress was interrupted due to a utility relocation performed by others during the period of February 15th through February 23rd. See attached letter.

Respectfully submitted,

DAVID A. MOWAT COMPANY
Contractor

By Dan Sait Project Manager

CONSENT OF SURETY

Date March 8, 19 78

We, United Pacific Insurance Company

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Guy H. Bookus, Jr.
Attorney-in-fact Guy H. Bookus, Jr.

(SEAL)

Parker, Smith & Feek, Inc.
Resident Agent

8608 File Copy

4

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

DATE: May 17, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Columbia Blvd. Intch.
(Col. Blvd. U'Xing)
FAP No. I-205-7(55)313
Contract No. 8608

The contractor on the subject project, David A. Mowat Company, has requested an eight (8) day extension of the fixed dates specified for this project.

Pertinent contract data is as follows:

Contract Awarded	October 3, 1977
Work Started	November 15, 1977
Specified Completion	(a) 3/1/78 (b) 12/1/78
Work Completed	(a) 3/3/78 (b) Incomplete
Liquidated Damages to Date	2 days @ $100

The haul road excavation required in part (a) of the project was delayed from February 15, 1978, when the detour was opened to traffic, through February 23, 1978, when Northwest Natural Gas completed the adjustment of their facilities. Commencement of the utility adjustment was delayed until traffic was detoured to eliminate the necessity of performing the work under traffic. Trenching across half the roadway at a time under traffic would have greatly disrupted traffic and would have created an unnecessary hazard.

Delay to the haul road excavation in turn delayed part (b) of the project. Your concurrence on extension of eight days to both of the specified completion dates is therefore requested.

OBJ:mk ji

#8608

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-7-78

FEDERAL AID PROJECT NO.: 05-7(13)300

STATE PROJECT NO.: See Below

COUNTY NAME: Multnomah

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: I-543

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	3-31-78	Interstate 205 / Primary 64

GENERAL LOCATION:

"Clackamas River - Washington State Line

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE

☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN

☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT

☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

XX OTHER (Specify): Utility Adjustment
Pacific Power and Light Company
(Columbia Blvd U'Xing)
TEC NTE $9,842, F. F. - $9,079

REMARKS

As requested in Mr. Swan's 4-4-78 letter this will confirm the advance authorization of Mr. C. T. Christianson to proceed on 3-31-78 with the actual adjustments of PP&L's Electric Power Service Relocation. Reimbursement on an actual cost basis is approved.

I approve the agreement with PP&L consisting of your Verbal Notice of Conflict for a project under construction and the plans and estimate furnished by Mr. Swan's 4-4-78 letter.

Approval and participation of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

Swan 4-13

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-7-78	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

F8608

ROW 18-4

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

April 4, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street N.E., Suite 100
Salem OR 97301

Electric Power Service Relocation
Pacific Power & Light Co.
Clackamas River-Washington State
Line Utility Project
(Columbia Blvd. U'xing Section)
East Portland Freeway
Multnomah County
Utility Project I-205-7(13)300

Dear Mr. Green:

Here is a copy of an estimate of cost to relocate Pacific Power & Light Company's electric service to the Flamingo Motel received March 30, 1978, and a sketch showing their proposed relocation.

A certification prepared by Gary Kennen as to the Company's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, PP&L was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1)(b) of PPM 30-4, as the relocation involves one crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of PP&L's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of C. T. Christianson's advanced authorization to proceed with the work as of March 31, 1978 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $9,842.

Yours truly,

(AL SIGNED BY
D. E. SWAN

D. E. Swan
Federal-Aid Engineer

RECEIVED
TECHNICAL SERVICES
APR 4 '78
REFER TO
FOR
Info | Inve. | R/D | D.C. | Ltr. | Not | Ltr.

DES:JMC:de
enclosure
cc: E. S. Hunter
Jack M. Cartwright

#8608

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-14-77

FEDERAL AID PROJECT NO.: I-205-7(55)313

STATE PROJECT NO.: See Below

COUNTY NAME: Multnomah

PROGRAM STAGE (Check): [ ] 1. [ ] 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 71022

TO:
Mr. F. B. Klable
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
9-7-77	9-7-77	Interstate 205	Primary 64

GENERAL LOCATION:
"Columbia Blvd Interchange (Columbia Blvd U'ing) Section"

GENERAL DESCRIPTION OF WORK:
Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER (Specify) Utility Adjustment
  Portland General Electric
  TEC NTE $2,575 Federal Funds $2,375

REMARKS

As requested in Mr. Swan's 11-4-77 leter, this will confirm the policy decision of 2-16-77 of this office to include illumination on I-205 projects under the Illumination Agreement with Multnomah County. You are authorized to proceed with temporary detour lighting. Reimbursement on a lump sum basis is approved effective 9-7-77.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

NOTED
F. D. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-14-77	[signature]	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8608

ROW 18-4

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

November 4, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street N.E.
Salem OR 97310

Temporary Illumination
Columbia Blvd. Intchge.
(Columbia Blvd. Uxing) Section
East Portland Freeway
Multnomah County
Project No. I-205-7(55)313
Contract No. 8608

Dear Mr. Green:

Here is a lump sum estimate of cost to furnish, install and remove temporary lighting on this detour. Also enclosed is a sketch map showing the work.

This work was anticipated in the project. The State is not entitled to a credit for expired service life and no betterment will be derived from the work.

The City of Portland and the State agree that temporary lighting is in the public interest on this detour. This work is covered by Mr. Christianson's advanced authorization for temporary lighting on detours dated February 16, 1977.

Your approval of the lump sum agreement, as evidenced above, and confirmation of Mr. Christianson's advanced authorization to proceed with the work as of February 16, 1977, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $2,575.00.

Yours truly,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Federal-Aid Engineer

DES:PP:db
Enclosure
cc: E. S. Hunter
Phil Preston

RECEIVED
TECHNICAL SERVICES
NOV 7'77
REFER TO
FOR
Info | Issue | R/D | C/R | Sign | Appr | File

8608 STATE COPY 2

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon
MONTHLY TRANSACTION NO. 10-86		County: Multnomah
	FEDERAL-AID PROJECT AGREEMENT	Project No.: I-205-7(55)313
	10-25-77	

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-205, Jct. US 30 Bypass

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-7-77	0.064
OTHER *(Specify)*		

FUNDS Pro rata 92.24%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,668,937	$ 1,539,427

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunt

Technical Services Engineer
(Title)

By C V Kenaga

Acting State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator 11-25

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, OR October 18, 1977

Federal Aid Project
No. I-205-7(55)313

Columbia Blvd. Interchange (Col. Blvd. Uxing)
East Portland Freeway
Multnomah County

Project Agreement Estimate

Type Code X281
Columbia Blvd. Uxing, Br.#9666 (Sta. "L" 188+21.75)

Mobilization	All Required		$ 75,000.00
Temporary Protection and Direction of Traffic	All Required		3,000.00
Temporary Signs	260 Sq. Ft.	6.00	1,560.00
Temporary Barricades	7 Each	100.00	700.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	175 Lin. Ft.	6.00	1,050.00
Temporary Reflective Pavement Markers	58 Each	5.00	290.00
Flagmen	240 Hour	17.00	4,080.00
Clearing & Grubbing	All Required		10,000.00
Removal of Structures & Obstructions	All Required		5,000.00
General Excavation	55,300 Cu. Yd.	2.00	110,600.00
Trench Excavation	75 Cu. Yd.	6.00	450.00
Watering	635 M-Gal.	10.00	6,350.00
1"-0 Aggregate Base	5,000 Ton	8.00	40,000.00
Class "B" or "C" Asphalt Concrete	1,100 Ton	22.00	24,200.00
8-inch Culvert Pipe	88 Lin. Ft.	8.00	704.00
12-inch Culvert Pipe	44 Lin. Ft.	10.00	440.00
21-inch Culvert Pipe	44 Lin. Ft.	15.00	660.00
8-inch Sewer Pipe	46 Lin. Ft.	8.00	368.00
Concrete Sumps	1 Each	2,000.00	2,000.00
Concrete Inlets, Type G-1	3 Each	700.00	2,100.00
8-inch Drain Pipe	132 Lin. Ft.	4.00	528.00
Special Filter Material in Drains	30 Cu. Yd.	15.00	450.00
Guard Rail, Type 2	300 Lin. Ft.	7.00	2,100.00
Rail End Pieces, Type A	4 Each	25.00	100.00
Concrete Barrier	900 Lin. Ft.	12.00	10,800.00
Detour Structure	All Required		91,000.00
Bridge Removal Work	All Required		1,000.00
Shoring, Cribbing, Etc.	All Required		5,000.00
Structure Excavation	4,530 Cu. Yd.	6.00	27,180.00
Structure Excavation Below Elevations Shown	400 Cu. Yd.	10.00	4,000.00
Special Wall Backfill	1,500 Cu. Yd.	4.00	6,000.00
Structural Concrete, Class 3300 (1,560 C. Y.)	All Required		183,000.00
Structural Concrete, Class 4000 (325 C. Y.)	All Required		55,000.00
Structural Concrete, Class 5000 (2790 C. Y.)	All Required		420,000.00

Expansion Joint, Type 5A 400	237 Lin. Ft.	65.00	15,405.00
Reinforcement (651,800 lb.)	All Required		140,000.00
Coated Reinforcement (130,000 lb.)	All Required		50,000.00
Prestressing Steel (208,000 lb.)	All Required		125,000.00
Reinforced Concrete Bridge End Panels	235 Sq. Yd.	40.00	9,400.00
Bearing Devices, Bents 1 and 4	20 Each	300.00	6,000.00
Two Tube Metal Railing	369 Lin. Ft.	40.00	14,760.00
Three Tube Metal Railing	357 Lin. Ft.	50.00	17,850.00
3/4-inch Electrical Conduit	110 Lin. Ft.	3.50	385.00
1-inch Electrical Conduit	300 Lin. Ft.	3.50	1,050.00
1½-inch Electrical Conduit	760 Lin. Ft.	4.00	3,040.00
			$1,477,600.00

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 200.00
Temporary Erosion Control (E.W.)	All Required	2,500.00
On-the-Job Trainees (4 @ $800)	All Required	3,200.00
		$ 5,900.00
	Subtotal	$1,483,500.00
	Engineering	185,437.00
	Total	$1,668,937.00

Length of Structure - - - - - - - - - 0.064 mile

Work retained in program status
(Not included in amounts below)

Temporary Illumination	All Required	$ 1,500.00

Federal Funds 92.24%	$1,539,427
State Funds	129,510
TOTAL	$1,668,937

Group 1 100%
Contract No. 8608
Prefix 626-1053

#9608 9-7-77 L

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATIO"

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-205-7(55)313

STATE PROJECT NO.: See below

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71022

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 23 '77
REFER TO Mochring
FOR

Info	Inves	R/W	D/B	Sign	Act	File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
9-7-77	9-7-77	Interstate 205	Primary 64

GENERAL LOCATION:

"Columbia Blvd. Interchange (columbia Blvd U'xing) Section"

GENERAL DESCRIPTION OF WORK:

Grade, pave and structures (Code X281 miles 0.064)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Perm. Pavement striping (S.F) $200.00
Temp. erosion control (E.W.) $2,500.00
On the job training $3,200.00

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award, you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 9-2-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,948,147 - federal funds $1,796,070.

A signed copy of the Title sheet is returned herewith.

SIGNATURE OF APPROVING OFFICIAL | TITLE

8608

Form FHWA 121 (Rev. 8-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-205-7(2)
Revised Preliminary Plans
Columbia Blvd. U'xing - #9666

DATE: May 17, 1977

In reply refer to: HBR.1-OR

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

Revised preliminary plans submitted with Mr. Wallace's April 28, 1977 letter are approved.

For G. L. Green

cc:
OSHD (W J Hart)

RECEIVED
STATE HWY ENGR
MAY 19 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

NOTED
E. S. HUNTER

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

April 28, 1977

N.E. Columbia Blvd. Uxing
East Portland Freeway
Multnomah County
Bridge 9666

OR PROJ. I-205-7(2)-
Your File 10-35.6

Enclosed are two copies of drawings 31850, Preliminary Plan and Elevation; 31900, Preliminary Details; 22386 and 22387, Vicinity Map sheets; and 22388, Detour sheet for the subject structure. Also enclosed are two copies of the Foundation Recommendation and a memo concerning the detour structure.

The roadway width, sidewalk, and alignment are in accordance with the requirements for this project. The grade line was established to provide 17 feet of vertical clearance over the freeway. The length is required to span the roadway section underneath which consists of the six lanes for freeway traffic, freeway ramps, medians, and future busway and liftout.

Two alternates were considered for this site; a three-span steel plate girder structure estimated to cost $2,670,000 and a three-span post-tensioned box girder estimated to cost $2,066,000. The estimate for the steel alternate is based on cost per square foot of deck area and estimate for the concrete box girder is based on approximate quantities. Both estimates include an allowance for engineering and contingencies.

We selected the three-span box girder as it is the most economical.

A detour structure to span the haul road at this location will be required and is estimated to cost $130,000.

This is a preliminary submittal for your approval.

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
L. L. WALLACE
L. L. Wallace
Bridge Design Engineer
Enclosures
cc E. S. Hunter
R. N. Bothman /w/ 2 set of awgs.
Program Management

RECEIVED
STATE HWY ENGR
APR 28 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN SECTION
5821 N.E. GLISAN, PORTLAND, OREGON 97213

April 19, 1977 Telephone 238-8226

LARRY RICE, Executive Director
Columbia Region Association of Governments
527 Southwest Hall
Portland, OR 97201

To expedite construction on the East Portland Freeway (I-205) and to afford Oregon Contractors a good opportunity to bid on projects, we have split the construction into various small segments. We are anticipating letting 15 projects during this current fiscal year. The following is a list of projects by bid letting date, which should be reflected in your current revision of the CRAG-TIP, FY 77 Annual Element, in respect to the Interstate portion:

	State Share	Project Cost Estimate
May 26, 1977 Bid Letting		
Col. Blvd. Intch. (Owens-Illinois Reloc.)	140,400	1,800,000
SE Market St. U'xing	76,440	980,000
June 23, 1977 Bid Letting		
Columbia Slough Frontage Rd.	21,840	280,000
N. Banfield Intch. (UPRR Shoofly) Ph. 1	10,920	140,000
N. Banfield Intch. (NE 102nd Ave. Str.)	128,700	1,650,000
July 28, 1977 Bid Letting		
NE Glisan St.-SE Division St. (SND Barrier & Bkwy)	124,800	1,600,000
SE Division St. U'xing (BLE/Spline)	46,410	595,000
NE Prescott St. U'xing	99,060	1,270,000
Col. Blvd. Intch. (UPRR Shoofly) Kenton Line	35,100	450,000
August 25, 1977 Bid Letting		
NE Maywood Place Section	156,000	2,000,000
SE Foster Rd.-SE Crystal Springs Blvd.	16,458	211,000

	State Share	Project Cost Estimate
September 22, 1977 Bid Letting		
NE Sandy Blvd. Str.	206,700	2,650,000
East Burnside St. Str.	126,360	1,620,000
S. Banfield Intch. (NE 99th Ave.)	17,940	230,000
Col. Blvd. Intch. (Col. Blvd. U'xing)	210,600	2,700,000

We have two projects that are scheduled for letting on May 26, for which Board approval will be necessary at the April 28 meeting, in order to meet the bid letting. For the sake of convenience, we would appreciate Board action incorporating the entire list in FY 77 Annual Element for the TIP.

Your action in expediting this matter is appreciated.

JAMES D. McCLURE
Project Development Engineer

JDM/ldo

cc: H. S. Coulter
L. W. Rulien
W. J. Hart
J. H. Versteeg
D. E. Swan
J. R. Rose

RECEIVED
STATE HWY ENGR
APR 21 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8608

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

RECEIVED
STATE HWY ENGR
JAN 23 '73
REFER TO
FOR
Info | Taxes | R/D | O/R | Stan | Acct | File

January 23, 1973

Cornell, Howland, Hayes & Merryfield
1600 SW Fourth Avenue
Portland, OR 97201

ATTENTION: Mr. James F. Baker

RE: Water Facility Relocation
Parkrose Water District
NE Marine Dr.-NE Morris St. Sec.
East Portland Freeway
Utility Project I-205-7(13)300

Gentlemen:

Reference is made to your letter of January 12, 1973, which requested information on the structures crossing I-205 at NE Prescott Street, NE Sandy Boulevard, and NE Columbia Boulevard.

Attached is one set each of plans for the proposed overcrossing structures at the three listed locations.

The tentative watermain accommodation requirements, as listed in your letter, have been forwarded to the Bridge Design Section for their review.

If further information or assistance is required, please contact Mr. Jack Hesla or this office.

Very truly yours,

T. W. Litchfield
Railroad and Utility Engineer

By Jack M. Cartwright

Jack M. Cartwright
Utility Office Engineer

NOTED
A. E. JOHNSON

JMC:jly
Attach.

bc: ~~A.~~ E. Johnson
H. S. Coulter
Jack Hesla w/att.

8608

8

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

DEC 27 1972

Memorandum

FOR FILE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : ~~Mr.~~ George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: December 18, 1972

In reply refer to: 10-35.6

E.P.7

FROM : G. L. Green, Division Engineer
Salem, Oregon

UPRR - NE Marine

SUBJECT: Oregon Project I-205-7(2)-
Columbia Blvd. Undercrossing - #9666

Preliminary plans originally submitted with Mr. Wallace's September 13 memorandum are approved.

RECEIVED
STATE HWY ENGR
DEC 20 72
REFER TO
FOR
Info | Invest | R/D | D/R | Signature | Act | File

NOTED
A. E. JOHNSON

12-20-72
REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
SEP 19 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

EPF

DATE September 13, 1972

TO Glen L. Green, Act. Div. Engr.
~~Rx Ex Sxxxxxx Rx Xxxxxx Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace
Bridge Design Engineer

NOTED
A. E. JOHNSON

SUBJECT Columbia Boulevard Undercrossing
UPRR-N.E. Morris Street Section
East Portland Freeway
Multnomah County, Bridge 9666

Enclosed are five prints of drawings 28528, 28529 and 27892 which are the preliminary plan and elevation, details, and vicinity map for the Columbia Boulevard Undercrossing. The "Foundation Recommendation" is also enclosed including the Foundation Data drawing, number 28465.

This structure carries two lanes of traffic each way on Columbia Boulevard and a westbound ramp from the northbound freeway lanes. It has an 8'0" walk on the south side. The freeway section below the structure provides for four lanes of traffic each way with an off ramp each side. A two-span, post-tensioned box girder provides an aesthetically pleasing answer to this site. This layout does not lend itself to other span arrangements.

An at-grade detour to the north of Columbia Boulevard will be constructed. Preliminary foundation information indicates the use of spread footings throughout.

The estimated cost, based on approximate quantities and including an allowance for engineering and contingencies, is $1,127,000.

This is a preliminary submittal for your approval.

JEB:dh
Enclosures

cc A. E. Johnson
L. H. Young
V. E. Skoog

RECEIVED
SEP 14 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

8608

RECEIVED
OCT 30 1972
FOR FILING

EP7

October 26, 1972

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Box 300
Salem, OR 97308

631

Dear Sir:

Columbia Boulevard Undercrossing
UPRR-N. E. Morris Street Section
East Portland Freeway, I-205
Bridge No. 9666
Your File 10-35.6

Your letter of October 4 on the preliminary submittal for the subject crossing questioned whether any alternate structure types were studied.

Two alternate types were considered. Based on aesthetic considerations, geometric limitations and requirements of utilities, the two-span, post-tensioned box girder proposed in our initial submittal was considered the best answer. Geometric restrictions imposed by property restrictions on the east end and grade restrictions which limit the structural depth were deciding factors in the recommended structure.

A steel plate girder with constant depth was estimated at $1,367,000. A drop-in Bulb T, precast concrete girder span with poured-in-place concrete box girder haunch section over the center bent was estimated at $976,000. These estimated costs were based on approximate quantities and included an allowance for engineering and contingencies. Either the steel or drop-in Bulb T alternate would require a lowering of the freeway grade to provide vertical clearance. This is an undesirable condition since the low point in the freeway grade is just north of this site and already is a potential flooding area. Raising the grade on Columbia Boulevard is impractical due to damages to adjacent property.

The post-tensioned box girder proposed is more readily adaptable to accommodating the number of utility lines which must be carried on this structure. Two prints each of the alternate structures studied are attached.

Based on the conditions described above, we believe that the two-span, post-tensioned box girder proposed in our initial submittal is the best choice for this crossing and request your approval of our choice.

Very truly yours,

A. E. Johnson
Assistant State Highway Engineer

Attachments

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart

WJH:dh ja

File Bridge 9666

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: October 4, 1972

In reply refer to: 10-35.6

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(2)-
UPRR - N.E. Morris Street Section
Columbia Boulevard Undercrossing - #966

Preliminary plans for this structure were submitted with Mr. Wallace's September 13 memorandum. The memo does not indicate that alternate studies were made for this crossing. Although the post-tensioned box girder type recommended is asthetically pleasing, there are other types of structures or different span arrangements that could be as pleasing with a lesser cost. We suggest that you study any other suitable type structure or variation. In view of the million dollar cost of this structure, every step must be taken to insure that we are obtaining the best solution.

10-9-72

NOTED
L. E. BACKSTRAND

RECEIVED
STATE HWY ENGR
OCT 6 '72
REFER TO AES FOR
Info Invest R/D D/R File

RECEIVED
OCT 13 1972
BRIDGE DIVISION

NOTED
W. J. HART

NOTED
E. L. WALLACE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

8609 NE Broadway @ NE 9th Ave. 1977
(Ptld.) Sec. of FAU 9318 (city
street) (Traffic signal installation)

C.A. 5120 1-17-77

8609

OREGON STATE HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

NO. 132062

FORM 01-734-1180

DATE	BILLING REQ. NO.	YOUR ORDER NO.
6-24-81	CC 2093	

CREDIT DISTRIBUTION

326-1055-296-00-000	758.70
324.02	758.70
326-1055-295-00-000	(758.70)

PØRTCIT

City of Portland
Bureau of Street & Structural Engineering
621 S.W. Alder
Portland, OR 97205
Attn: David Vargas-Highway Coordinator

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Federal Aid Urban Project M-9318(1)			
N.E. Broadway at 9th Avenue			
Multnomah County			
Agreement No. 5920			
Contract No. 8609			
Total Cost			$33,469.19
Federal Funds			27,580.48
Less State Share			2,930.01
City Share			2,958.70
City's Advance Deposit			2,200.00
AMOUNT DUE			$ 758.70
Final billing per attached itemized statement.			

G

8609

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
6-2-81	CC 2093	

CREDIT DISTRIBUTION

326-1927-295	$ 203.94
326-1055-295	$ 1,004.76

BILL TO: Code:

City of Portland
Bureau of Street & Structural Engineering
621 S.W. Alder
Portland, Oregon 97205
ATTN: David Vargas
Highway Coordinator

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING Per Attached Itemized Statement:			
Federal Aid Urban Project M-9318(1)			
N.E. Broadway at 9th Avenue			
Multnomah County			
Agreement No. 5920			
Contract No. 8609			
TOTAL COST			$33,469.19
Federal Funds			27,580.48
Less State Share			2,930.01
City Share			2,958.70
City's Advance Deposit			2,200.00
(Attach Itemized Statement to Invoice)			

Advance Deposit Amount	$ 2,200.00
Advance Deposit Previously Transferred to Highway Fund	$ 1,750.00
Balance	$ 450.00
Transfer to Highway Fund	$ 450.00
Refund Due	$ - - -
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC 1963

Amount Due . . . . . $ 758.70

Submitted by: Gary E. Zehner
Gary E. Zehner

Approved: D. E. Swan
D. E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS — DATE: June 2, 1981

CITY PORTLAND Contract No. 8609 Date Completed 5-4-78

PROJECT # M-9318(1) Section N.E. Broadway at 9th Avenue

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Preliminary Engineering		$ 2,829.99
Contract Payments		25,465.00
Interest		25.46
Construction Engineering		5,115.16
E.E.O. Monitoring		33.58
TOTAL PROJECT COST		$33,469.19
Federal Funds		27,580.48
BALANCE		$ 5,888.71
Non-Participating Costs:		
Preliminary Engineering	$ 3.24	
Interest	25.46	
Construction Engineering	1,295.41	$ 1,324.11
Amount to be shared by State & City		$ 4,564.60

State Share:
50% of ($4,564.60 + $1,295.41) = $2,930.01

City Share:
$$50\% \text{ of } \$4,564.60 + \left(\$1,324.11 - \frac{\$1,295.41}{2}\right) = \$2,958.70$$

Reference: Billing Form CC 2093

326-1055
326-1927

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	N.E. Broadway at 9th Ave. Multnomah County					
	Preliminary Engineering					
	Type Code P.E.					
	City of Portland	All Required			$ 1,582.39	
	State	All Required			1,243.76	
	Construction					
	Type Code Y031					
	Signals					
	Formal Contract Payment	Lump Sum			25,465.00	
	Construction Engineering					
	State				3,446.95	
	City of Portland	All Required			372.80	
	Total Construction Engineering				$ 3,819.75	
	Misc. Project Costs					
	E.E.O.	All Required			33.58	
	Total Participating Costs				$32,145.08	
	Nonparticipating Items					
	Preliminary Engineering-State	All Required			3.24	
	Interest Paid to Contractor	All Required			25.46	
	Construction Engineering-State	All Required			1,249.49	
	Total Nonparticipating Items				$ 1,278.19	
	Total Project Costs				$33,423.27	

Prepared based on Participating Costs as shown on Federal Billing as of 6/26/80.

12-16-80 TO TYPE

AMOUNT CARRIED FORWARD .....

GPO 944 892

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES OF AMERICA TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

PAID BY

ADDRESS
Capitol Bldg.
Salem, OR 97310

(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD
FROM 3-17-77
TO 2-11-80

☐ OTHER PROGRESS

☐ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
M-0328(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$38,423.27	$38,148.00	95.00%	$27,600.40	$27,600.40	$ 0.00

RECEIVED DIVISION OFFICE
Oregon
BY DATE

DIVISION OFFICE REVIEW MADE
BY 7/9/80 DATE

PASSED FOR PAYMENT
V.E. Skoog, Controller
BY DATE

REMARKS

$ 0.00

FORM FHWA-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

	326	1926	909	00	P	1			31.78CR	280.68	
	326	1926	909	00	N	1				2.83	
	326	1926	911	00	P	1				7.92	
	326	1926	920	00	P	1			188.01CR	982.60	
	326	1926	921	00	P	1			41.00CR	119.00	
			TOT		P	1			472.95CR	644.74	
			TOT		N	1			233.70CR	2,030.16	
			** JOB TOTALS **					**	733.70CR**	7.92	
										7,038.08	**
NE BROADWAY 28TH PORTLAND	CONT NO		X FA PROJ NOS M			318001 100					STATE
	326	1927	296	00	N	9			709.35CR	2,425.35CR	
	326	1927	298	00	N	9			709.35	2,425.35	
	326	1927	901	00	P	1			219.96CR	1.86CR	
	326	1927	903	00	P	1			372.80CR	1,582.99	
	326	1927	905	00	P	1				201.45	
	326	1927	911	00	P	1			245.28CR	577.24	
	326	1927	914	00	P	1				5.40	
	326	1927	920	00	P	1			312.00CR		
	326	1927	921	00	P	1				439.71	
	326	1927	922	00	N	1				3.24	
	326	1927	923	00	P	1				21.82	
			TOT		P	1			1,150.04CR	2,826.75	
			TOT		N	1				3.24	
			** JOB TOTALS **					**	1,150.04CR**	2,829.99	**
NW VAUGHN & 22ND. PTLD	CONT NO		X FA PROJ NOS RRP			005011 100					STATE
	326	1928	296	00	N	9			743.00CR	743.00CR	
	326	1928	298	00	N	9			743.00	743.00	
	326	1928	901	00	P	1				1,917.43	
	326	1928	905	00	P	1	40.50		40.50	41.50	
	326	1928	909	00	P	1			65.84	65.84	
	326	1928	914	00	P	1				52.27	
	326	1928	920	00	P	1				14.07	
	326	1928	922	00	P	1				4.72	

TOTAL TO DATE JOB COST SUMMARY							APRIL 1981	PAGE 791	
DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
			TOT	P1		40.50	106.34	2,035.83	
			** JOB TOTALS **			40.50 **	106.34 **	2,035.83	**
NE 33RD & BROADWAY, PTLD	CONT NO		X FA PROJ NOS XI			823001 100			STATE
	326	1929	295	00	N	9		2,510.00	
	326	1929	296	00	N	9	4,930.00CR	1,930.00CR	3,450.00CR	
	326	1929	298	00	N	9	4,930.00	1,930.00	6,940.00	
	326	1929	412	00	P	1			50.00	
	326	1929	901	00	P	1		11.80		

						** JOB TOTALS **				**		**	820.69	**	
PORTLAND SIG INTRCONNECT	CONT NO		FA PROJ NOS M		00C002 100									STATE	
	326	1052	282	00	P 1								34,432.66	78	79
	326	1052	296	00	N 9								29,652.56CR	78	80
	326	1052	298	00	N 9								29,652.56	78	80
	326	1052	900	00	P 1								97.43	78	78
	326	1052	920	00	P 1								30.00	80	80
			TOT		P1								34,560.09		
			** JOB TOTALS **					**		**		**	34,560.09	**	
NE BROADWAY & NE 9-PORTLAND	CONT NO	8609 *	FA PROJ NOS M		318001 100									STATE	
	326	1055	201	00	P 1								25,465.00	78	78
	326	1055	206	00	N 1								25.46	78	78
	326	1055	295	00	N 9								1,750.00	79	79
	326	1055	296	00	N 9				113.79				26,905.13CR	77	80
	326	1055	298	00	N 9				113.79CR				25,155.13	77	80
	326	1055	900	00	P 1				132.63CR				3,819.75	77	80
	326	1055	900	00	N 1				1,244.59				1,295.41	77	80
	326	1055	985	00	P 1								33.58	78	78
			TOT		PI				132.63CR				29,318.33		
			TOT		N1				1,244.59				1,320.87		
			** JOB TOTALS **					**	1,111.96	**			30,639.20	**	
HAWTHORNE BR SEC	CONT NO	8320 *	FA PROJ NOS M		366001 100									STATE	
	326	1058	201	00	P 1								278,975.70	76	77
	326	1058	201	00	N 1								3,976.80	77	77
	326	1058	206	00	N 1								49.57	77	77

TOTAL TO DATE JOB COST SUMMARY — APRIL 1981 — PAGE 237

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	326	1058	269	01	N 1			809.76	76	76
	326	1058	269	02	N 1			247.00	77	77
	326	1058	296	00	N 9			294,662.16CR	76	77
	326	1058	297	00	N 9			27,357.88	76	77
	326	1058	298	00	N 9			267,304.28	76	77
	326	1058	900	00	P 1			1,780.23	75	77
	326	1058	900	00	N 1			155.17	77	77
	326	1058	903	00	P 1			30,693.78	75	77
	326	1058	915	00	P 1			46.59	76	77
	326	1058	985	00	P 1			47.15	76	77
			TOT		P1			311,543.45		
			TOT		N1			6,238.30		
			** JOB TOTALS **				**	316,281.75	**	
HAWTHORNE BR SEC	CONT NO	8337 *	FA PROJ NOS M		366001 100					STATE
	326	1062	201	00	P 1			138,787.00		

£ b a 9

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

STATE COPY

cc: OSHD (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Final Inspection &
FINAL ACCEPTANCE REPORT

2 - 11 - 80

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Multnomah	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
2-11-80	C. T. Christianson, Area Engineer		M-9318
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
5-4-78	7-28-78	96 %	200 CD
APPROVED EXTENSIONS	**LOCATION**		
None	City of Portland, NE Broadway @ 9th		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NE BROADWAY @ NE 9th AVENUE

Signal

This project has been inspected and found complete.

Final contract cost was $25,465, representing a 3% underrun.

RECEIVED
STATE HWY ENGR
FEB 14 '80
REFER TO
Kinsey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

2-14 cf

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE C. T. Christianson		SIGNATURE Original Signed By G. K. Hossner Field Operations Engineer	
TITLE Area Engineer	DATE 2-11-80	TITLE Field Operations Engineer	DATE 2-11-80

FORM FHWA-1448 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8609

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
1-22-79	CC1963	

CREDIT DISTRIBUTION: 326-1055-295

BILL TO: Code:

City of Portland

400 SW 6th Ave.

Portland, Oregon 97204

Attn: John Lang, Highway Co-Ord.

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial Transfer of the Advance Deposit for Installation of Traffic Signals on N.E. Broadway at 9th Street. FAU 9318			

Advance Deposit Amount	$ 2,200.00
Advance Deposit Previously Transferred to Highway Fund	$ 0
Balance	$ 2,200.00
Transfer to Highway Fund	$ 1,750.00
Refund Due	$ 0
Partial or final request for billing	Partial
Number of the previous request in connection with this service.	0

Amount Due . . . . . $

Submitted by:

Fred Hildebrandt

Fred Hildebrandt

Approved:

SP*35736-734

8609

8

August 2, 1978

Rathbone, King and Seeley
1 S. W. Columbia
Portland, OR 97201

Gentlemen:

Contract No. 8609 awarded to Tice Electric Company for a traffic signal installation on N. E. Broadway at N.E. 9th Avenue in Portland was completed on May 4, 1978, and accepted by the State Highway Engineer on July 28, 1978.

Final payment in the amount of $1,273.25 will be released to the contractor after August 7, 1978. The total contract amount is $25,465 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

cc Tice Electric Company
2139 S. E. Belmont Street
Portland, OR 97214

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

8609 8

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: N.E. Broadway at 9th.Ave. (Portland)	WEEK ENDING: May 20, 1978	
	SECTION PREFIX: 326-1055	
HIGHWAY: FAU 9318 (City Street)	COUNTY: Multnomah	
NAME OF JOB: N.E. Broadway at 9th. Ave.	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Tice Electric Company	CONTRACT NUMBER: 8609	FEDERAL AID PROJECT NUMBER: M-9318(1)
DATE OF CONTRACT: Oct. 12, 1977	DATE WORK STARTED: Jan. 23, 1978	ESTIMATED COMPLETION DATE: May 11, 1978
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS 200	WORK DAYS USED / CALENDAR DAYS USED 193
	SPECIFIED COMPLETION DATE: May 11, 1978	PERCENT OF TIME ELAPSED: 97
PROJECT AUTHORIZATION: $ 30,084.88	ENGINEERING AUTHORIZATION $ 2,627.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 26,275.00	ENGINEERING COST TO DATE $ 2,500	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 26,275		DATE PROJECT WAS COMPLETED: May 4, 1978
ESTIMATED PERCENT, OVERRUN / UNDERRUN ____ %	PERCENT OF AUTHORIZATION 95 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain	0		
MONDAY	Heavy Showers	0		This will be the final weekly for this job.
TUESDAY	Overcast	0		The Semi Final is in the last stages of being prepared for submittion.
WEDNESDAY	Overcast	0		
THURSDAY	Clear	0		
FRIDAY	Clear	0		
SATURDAY		0		

RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

May 14 SUNDAY	No activity
May 15 MONDAY	No activity
May 16 TUESDAY	No activity
May 17 WEDNESDAY	No activity
May 18 THURSDAY	No activity
May 19 FRIDAY	No activity
May 20 SATURDAY	No activity

REMARKS

All work on this project has been completed by the contractor.

SIGNED by William R Harlan W.E. Forman Res. Engr. LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

Form 81-734-1384 (9-77)

8609

Oregon Department of Transportation
HIGHWAY DIVISION

PROJECT INSPECTION REPORT

Intermediate ☐
Final ☒

5-18-78

Project Name				Contract No.
NE Broadway @ 9th Ave. (Portland)				8609
Highway			County	Prefix No.
FAU 9318 (City Street)			Multnomah	326-1055
Contract Time Elapsed 97 %	Contract Work Completed 100 %	Contract Work Quality	Contract Work Progress	F.A. ~~Project No.~~
		Satisfactory	Satisfactory	M-9318(1)
Inspection date		By		
May 18, 1978		Marion Craft		
In company with				
Bill Hoffman				

REMARKS
(Scope of inspection, Findings, Recommendations, Instructions, etc.)

We inspected this signal installation with the City of Portland (Jim Wilson and Dean Franklin), and found everything to be in good shape and acceptable. Jim Wilson will send a letter of acceptance to Bill Hoffman.

(USE ADDITIONAL SHEETS AS REQUIRED)

PROJECT MANAGEMENT
PME ☑ CCE ☑ OM ☐
LGE ☑ FAE ☐ OPE ☐
MAY 19 1978

TAA GARY

File: PM FA LG OP

FINAL INSPECTION CHECKLIST

NA	Date opened to traffic or in operation
May 4, 1978	Date of Second Notification
NA	Date Contractor's notice for semi-final inspection received
May 4, 1978	Date Contractor removed equipment, plant, etc.
About 2 Weeks	Estimated submittal date of semi-final estimate
May 4, 1978	Recommended acceptance date of completed contract work

Original to: Construction Engineer
Copy to: Region Engineer
District Engineer
Resident Engineer
Project Mgt. (Final Only)
FHWA (Final F.A. Only)
~~Project Engineer~~ (If Applicable)

Signed Marion Craft

Title Region Construction Engineer

8609

STATE COPY 8

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon
MONTHLY TRANSACTION NO.		County
10-25	FEDERAL-AID PROJECT AGREEMENT	Multnomah
	10-17-77	Project No.
		M-9318(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., N.E. Broadway @ 9th Ave. (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3/17/77	0.0
RIGHTS-OF-WAY		
CONSTRUCTION	9/7/77	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 32,084	$ 27,528

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Humble
Technical Services Engineer
(Title)

By [signature]
State Highway Engineer
(Title)

By _____
_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)
for: G. L. Green

Date executed by Division Administrator OCT 17 19[illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon October 13, 1977

Federal Aid Project
No. M-9318(1)

N.E. BROADWAY AT 9TH AVE. (PORTLAND)
FAU 9318 (CITY STREET)
MULTNOMAH COUNTY

Project Agreement Estimate.

Type Code PE			
Preliminary Engineering	All Required		$ 2,000.00
Type Code Y031			
Signals			
Temporary Protection & Direction of Traffic	All Required		$ 600.00
Temporary Signs	130 sq.ft.	5.00	650.00
Flagmen	40 hr.	20.00	800.00
Traffic Signal Installation, Complete	All Required		24,225.00
	Subtotal		$26,275.00
	Engineering		3,809.00
	TOTAL		$30,084.00

Length of Project - - - - - - - - - - - - - - - - 0.00 mile

SUMMARY OF FUNDS (85.8%)

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 2,000	$ 1,716	$ 142	$ 142
Signals	30,084	25,812	2,136	2,136
TOTAL	$32,084	$27,528	$2,278	$2,278

GROUP 1 - 100%
Contract No. 8609
Prefix: 326-1055
Prefix: 326-1927

8609

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS

CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

October 10, 1977

Robert H. Prange
Local Projects Manager
Department of Transportation
Transportation Building
Salem OR 97310

Dear Mr. Prange:

Your letter of October 3, 1977 requests acceptance or rejection of the Tice Electric Co. bid for NE Broadway @ 9th Avenue (Portland) Section FAU 931B. We recognize that the bid is well over the engineer's estimate, but believe that the project is justified at the higher cost. Therefore, we recommend that the bid be accepted.

The City has made an advance deposit of $2,200 for this project. The City's share of the estimated total cost will be approximately $2,106; therefore, no additional advance deposit should be required.

Sincerely,

John M Lang

JOHN M. LANG, CHIEF
Bureau of Street & Structural Engineering

STR:lr

cc: Jon Rose
Don Bergstrom
Jim Wilson

Copy To: Finance 10/14

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
OCT 11 1977
File: PM FA
TAA George LG OP

Awarded 10/12/77

8609

October 3, 1977

City of Portland
400 S.W. 6th Ave.
Portland, OR 97204

ATTN: John Lang
Highway Coordinator

Gentlemen:

On September 29, 1977 the lowest of 4 bidders on the N. E. Broadway @ 9th Avenue (Portland) Section FAU 9318 was Tice Electric Co., 2139 S. E. Belmont St., Portland, Oregon, 97214 which bid is approximately 47% greater than our estimate. Since this is above the 10% limit, it will be your responsibility to either accept or reject the project. If the City does decide to proceed with the project, the following advance deposit is required from the City prior to awarding the contract:

Bid Items	$26,275.00
4½% Contingencies	1,182.38
10% Engineering	2,627.50
ESTIMATED TOTAL COST	$30,084.88

On June 8, 1977 the City sent an advance deposit of $2,200.00. If you accept the above bid, please notify Mr. Jon Rose, Region 1 Federal Aid Engineer, 5821 N. E. Glisan, Portland, Oregon, 97213.

Very truly yours,

/s/ R.H.P.

Robert H. Prange
Local Projects Manager

FFH:lml

bc: w/att. Jon Rose - Upon receipt of City's acceptance, notify Virgil Boyd at 378-6563.

Section NE Broadway at 9th Ave. (Portland) Programming Estimate $ 20,000

8609

Highway FAU 9318 (City Street) Project Length —

County Multnomah 9-77 Completion Time 255 calendar days

Kind of Work Traffic Signal

Prefix 326-1927 FA Project No. M-9318(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 17,865.00

Anticipated Additional Items:

Royalty Payment	
Building Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	
State Furnished	
Install Water Meter	
Furnish Water	
Laboratory Fees	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing	
Bikeway Signs	
Furnish Mail Box Posts	
Adjust Utilities	
Misc. Permit Fees	

$ 0

$ 17,865.00

Contingencies (4-1/2%) 803.93

Engineering (10 %) 1,786.50

SUBTOTAL $

Credit for . . . . . $

Estimated Net Authorization, Construction . . . . . $ 20,455.43

APPROVED

Road Design Engineer

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date

Section NE Broadway at NE 9th Ave (Portland) County Multnomah
Kind Of Work Traffic Signal Installation Length — Name Butler

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	4,180.00
	Temporary Signs		Sq. Ft.	130	6.50	845.00
	Flagmen		Hour	40	17.00	680.00
	Traffic Signal Installation, Complete		Lump Sum	All	Lump Sum	15,160.00
	Total					17,865.00

8609

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

9-28-77

Attention: Right-of-Way Section

Subject: Federal Aid Project No. M-9318( )
Project Name N.E. Broadway at 9th Ave

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

✓ ☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Portland, Oregon, this 28 day of September, 1977

City of Portland

D E Baxter
City Traffic Engineer

Certified By:

Regional Right-of-Way Supervisor
Date Sept 28, 1977

Instructions: Complete A or B and C.
R/W File No. _____

8609 9-7-77 8

LETTER OF APPROVAL AND/OR AUTHORIZATION

M-9318(1)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
71429

COUNTY NAME
Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter, State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
9-7-77	9-7-77	FAU 9318 / City street

RECEIVED
STATE HWY ENGR
SEP 23 '77
REFER TO Mochrum
FOR
Insp | Inves | R/D | D/R | Sign | Art | File

GENERAL LOCATION:
"N.E. Broadway at 9th Ave. (Portland) Section"

GENERAL DESCRIPTION OF WORK:
Traffic signal (Code Y031 Miles 0.0)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☒ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS:

Mr. Swan's September 2, 1977, request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $20,445 - federal funds $19,257.

A signed copy of the Title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-7-77	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Form E-23 (Rev. 2-71)

8609

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section NE Broadway St. at 9th Avenue

Highway N.E. Broadway (FAU 9313) Portland

County Multnomah

Date March 25, 1977

Authorization No. 1

Survey Prefix 326-1927 (Assigned by Salem office)

Description of termini, route, length, etc.:

Intersections of NE Broadway Street and 9th Avenue in the City of Portland.

Purpose of survey: Review City preliminary engineering, Review City signal designs and prepare plans and specifications for signal replacement project.

		Estimate of
Field Survey	(901)	200
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	500
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	
Traffic	(911)	500
Landscape	(912)	
Liaison	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	250
Environmental	(923)	
Planning	(924)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

FAU Funding

M-9318(1)
3/17/77

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $1,450

Previous authorization . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Request made by: J. D. Jecture, Field Engineer

Recommended for Approval: Regional Engineer

OFFICE ENGINEERING SECTION
P. E. APPR. 3-17-77
FED. AID FAUS STATE

Recommended for Approval: E. Raub / E. Respin, Location Engineer

Approved: Deputy Assistant State Highway Engineer

NOTED
MANNOR C. HOLMES

SP-2344-T4

8609

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3-17-77

FEDERAL AID PROJECT NO.	M-9318(1)
ST. PROJECT NO.	See below
COUNTY NAME	Multnomah
PROGRAM STAGE (Check)	☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71429

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 21 '77
REFER TO
Rulien
FOR
Info | Instr | R/W | D/B | Sig | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	3-17-77	FAU 9318	City street

GENERAL LOCATION:

"N. E. Broadway at 9th Ave. (Portland) Sect."

GENERAL DESCRIPTION OF WORK:

Preliminary engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC $2,000 - FF $1,716

☒ OTHER (Specify) Program change.

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 3-4-77 letter, I approve the additional phase of work - preliminary engineering - to be included in the annual program.

Also, as requested, you are authorized to proceed withthe work as shown above.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-17-77		Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8609

9318

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 4, 1977

TO

G. L. Green, Division Administrator
Federal Highway Administration

FROM

L. W. Rulien
Program Management Engineer

SUBJECT

Project Data Submission
Item No. 71429
Project No. M-9318(1)
N.E. Broadway @ 9th Ave. (Portland)
Multnomah County

Enclosed is data for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

(1) Approval of a minor change to the FY 77 Annual Program to include in the character of proposed work "Preliminary engineering phase" at an estimated total cost of $2,000 with federal funds of $1,716.

(2) Authorization to proceed with all phases of the preliminary engineering necessary to obtain PS & E approval at an estimated total cost of $2,000 with an obligation of $1,716 in federal funds.

CL:md

cc: R. Bothman (Metro)

ONLY TRANSACTION NO.

DATE SUBMITTED TO F.O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

March 4, 1977

CARD 2 — REPORT NUMBER (19)(20) — PROJECT LOCATION (45 typewriter spaces): City St., N.E. Broadway @ 9th Ave. (Portland) (21)(65)

ADT — PRESENT: 20,000 — FUTURE: 34,000 — YEAR: 97 (66)(70)(71)(72)

REGION: 10 — STATE NAME: Oregon

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): P.E. Traffic Signal (20)(62) — NATL. FOREST (63)(65) — FH ROUTE NO. (66)(69) — SUPV AGCY (69) — DA CLASSIF. (70) — DA AREA (71) — EMERG. YR. (72)(73) — PL. AUTH YR (74)(75) — PROJECT NUMBER: PREFIX LETTER (8): M- (14) — NUMBER: 93 (23)(27)

CARD 4 — CLASS OF FEDERAL FUNDS: Urban System — COUNTY NAME: Multnomah

NAME OF URBAN AREA: Portland (17-31) — ROUTE NO. U — FEDERAL-AID: 9318 (32) — STATE: City St (36)(37)

CARD 5

LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE (41)	CLASS (42)	WORK TYPE (43-46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(70)	STATE FUNDS	OTHER
1											
3				PE			0.0	2,000	1,716	142	142
5				ROW							
5				CONST (CODE) (Topics) Y031		"N.E. Broadway @ 9th Ave. (Portland) Section"	0.0	18,000	15,444	1,278	1,278
						PROJECT TOTALS	0.0	20,000	17,160	1,420	1,420

ESTIMATED PROJECT COST BY PHASES

CARD 8 — CODE 1 — PREPARED BY: CL

CARD 1 — CODE 14 — PROGRAM APPROVAL DATES: October 27, 1976

REMARKS

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

March 4, 1977

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
y St., N.E. Broadway @ 9th Ave. (Portland)	ADT	20,000	34,000	97	10	Oregon	41	W36	71429

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
nal								M-	9318	(1)		

	COUNTY NAME	CODE	PROGRAM STAGE
Urban System	Multnomah	051	1 OR 2
Portland	ROUTE NO. U / FEDERAL-AID 9318 / STATE City St / U.S.		

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E			0.0	2,000	1,716	142	142 (City)	
OW								
ONST (CODE) Topics) Y031		"N.E. Broadway @ 9th Ave. (Portland) Section"	0.0	18,000	15,444	1,278	1,278 (City)	ROW-80' normal; Access control-none; Parking restrictions-none.
CL	PROJECT TOTALS		0.0	20,000	17,160	1,420	1,420 (City)	

PROVAL DATES: October 27, 1976

REMARKS

-Over-

N.E. BROADWAY @ 9th AVE. (PORTLAND) SECTION

PROJECT NO. M-9318(1)

Existing Facility:

N.E. Broadway--60-foot curbed roadway for 4 travel lanes with parking each side.
N.E. 9th Ave.--56-foot curbed roadway for 4 travel lanes with parking each side.

Present traffic control in the intersection consists of stop signs on N.E. 9th Ave.

Adjacent Sections: Same as existing roadway.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases.

(2) Furnish and install multi-phase traffic signal and other incidental work common to this type of project.

Note: Preliminary engineering will be accomplished by City of Portland forces with review by State forces.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on October 18, 1976.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

(a) Public Hearings--None required under Oregon Action Plan.

(b) Location/Design--Not a factor in the development of this project.

Note:

(1) This project is in Congressional District No. 3.

(2) This project is included in the CRAG Tip FY 77 annual element.

8609

2

January 17, 1977

City of Portland
City Hall
Portland, OR 97204

Attention: George Yerkovich
Auditor

MISC. CONTRACTS and AGREEMENTS No. 5920

Gentlemen:

Attached for your records are two fully executed copies of an agreement covering installation of traffic control signals at the intersection of N.E. Broadway Street and N.E. 9th Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ST
Att.

bc Don Harwell (agree. att.)

8609

DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

METROPOLITAN SECTION

5821 N.E. GLISAN • • PORTLAND, OREGON • • 97213

ROBERT W. STRAUB
GOVERNOR

Telephone 238-8250

December 29, 1976

DON BERGSTROM, Traffic Engineer
City of Portland
424 Southwest Main
Portland, OR 97204

Attention Dick Speer

Subject: Returned Advance Deposit Check
City Ordinance No. 142915

Dick:

On December 20 the City Auditor submitted Warrant No. 30107 for $16,425 as an advance deposit on the four signal projects covered by Ordinance No. 142915. As we discussed by telephone, in cases where the City performs preliminary engineering on projects such as this, no advance deposit is required for that portion of the work. When the project is let for contract and before the contract can be awarded, we will request a deposit to cover the City's share of construction costs, but any deposit now is premature.

After preliminary engineering and design have been completed and contract bids opened, we will request the City's share of each of these projects; but until that time, I am returning the City's deposit.

All of the agreements appear to be in order and are, therefore, being forwarded to our Salem headquarters for further processing.

Jon Rose

JON ROSE
Federal Aid Engineer

ldo

Attachment

8609

OFFICE OF CITY AUDITOR

GEORGE YERKOVICH
CITY AUDITOR

CITY OF PORTLAND
OREGON

December 20, 1976

Mr. Jon Rose
Oregon State Highway Division
Department of Transportation
5821 N. E. Glisan Street
Portland, Oregon 97213

Dear Mr. Rose:

Enclosed please find quadruplicate copies of agreement to install traffic control signals at the intersection of N. E. Broadway and N. E. 9th Avenue under the Urban System Program as authorized by Ordinance No. 142915.

Will you kindly have the proper persons sign all four copies of the agreement which have already been executed by the City of Portland officials, and return two copies to the Auditor, City of Portland, Room 202, City Hall, Portland, Oregon, 97204.

A warrant in the amount of $16,425.00 for the deposit of the City's estimated share is being transmitted to cover this agreement along with the other three agreements authorized by Ordinance No. 142915.

Yours very truly,

George Yerkovich

Auditor of the City of Portland

dlh

MS:dlh
Encls.

8609

9318

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: INT 5

Portland, OR 97213

December 2, 1976

FROM: ROBERT N. BOTHMAN ebg
Ass't. State Highway Engineer

SUBJECT: City of Portland request for 86-14 per cent federal aid match on FAUS projects

TO: L. W. RULIEN
Project Management Engineer

Attached is a request from the city of Portland for the new federal aid match ratio of 86-14 percent on all ongoing FAUS projects in the city.

This includes all projects underway or for which final estimates have not been concluded. I draw your attention to the Foster/Woodstock couplet as one in that category where the project has not been finalized.

The CRAG Transportation Improvement Program Subcommittee is addressing the issue of all local jurisdictions maximizing the federal aid monies and minimizing the local match by using the 86-14 per cent match.

In the case of the city, they have indicated they wish to proceed on the basis of the 86-14 per cent and will adjust their portion of the TIP accordingly.

It will be necessary, as the other jurisdictions also take this option, that adjustments be made in the TIP to accommodate the larger federal aid portion for projects on the urban system.

Please take the necessary steps to comply with the city's request.

ebg

attachment

Cy: Laux
Hacek

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
DEC 6 - 1976
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

PROJECT MANAGEMENT
DEC - 3 '76
REFER TO
FOR
Info | Investigate | R/D | Action ✓ | File | Letter

8609

STATE OF OREGON

INTEROFFICE MEMO

8

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: November 10, 1976

FROM: L. W. Rumpf
Program Management Engineer

SUBJECT: PROJECT ASSESSMENTS (Statewide)
FAU Signal Projects
1. C. B. D. Signal System Expansion
2. S.W. Macadam Avenue
3. N.E. Broadway & 9th Avenue
4. Burnside & 23rd and 1st & Arthur
5. Signals on N.E. Fremont, S.E. Foster
N.E. & S.E. 39th Avenue
6. C. B. D.-3 Streets
7. S.W. Barbur Blvd. & Miles St.
CITY OF PORTLAND

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG: dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
B. L. Gifford
Region 1: W. J. Hart
District 2b: J. D. McClure
Region 1 Geologist: Dan Gano
Metro Office

APPROVED
E. S. Hunter
DEPUTY STATE HIGHWAY ENGINEER
Date 11-12-76

RECEIVED
STATE HWY ENGR
NOV 12 '76
REFER TO
FOR

81-125-1307

8609

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: October 18, 1976

In reply refer to: 1041A.6

SUBJECT: Oregon FAU Projects M-000C(-)
City of Portland

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, ORegon

I concur in the non-major classification as requested by Mr. Rulien's October 5, 1976 memorandum. This classification applies to the following projects:

1. C.B.D. Signal System Expansion
2. S. W. Macadam Avenue Signals
3. N.E. Broadway & 9th Ave. Signal
4. Burnside & 23rd, 1st & Arthur Signals
5. N.E. Fremont, S.E. Foster, N.E. & S.E. 39th Signals
6. C.B.D. 3 streets, Signals
7. S.W. Barbur Blvd. & Miles Street Signals

Methods and details of project development will be reviewed on individual projects as they proceed.

for G. L. Green

RECEIVED
STATE HWY ENGR
OCT 22 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy Potter
Bortleman
10-22-76

8609

8

September 22, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM
L. W. Rullen
Program Management Engineer

SUBJECT FY 1977 Annual Program

We propose adding the following project to Part 1 of the subject program:

Area: C
Item No.: 71429
Project No.: M-9318(-)
F.A. Route No.: FAU 9318
Section: N.E. Broadway at 9th Ave. (Portland)
Highway: City Streets
Begin M.P.: N/A
Length: N/A
County: Multnomah
City: Portland
Work: Traffic Signals (New Installation)
Estimated Cost: $20,000
F.A. Cost: $17,160

NOTE:

(1) A-95 review satisfied by State Clearinghouse on 9-8-76 and by District 2 Clearinghouse through inclusion in CRAG TIP FY 77 annual element.

(2) TOPICS type project.

JLG:bb

cc: B. L. Gifford
Max Klotz (Metro)

8609

8

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

AGENDA
SEP 28 1976
11

DATE: September 23, 1976

TO: Oregon Transportation Commission

FROM: ORIGINAL SIGNED BY H. S. COULTER
H. S. Coulter
State Highway Engineer

SUBJECT: Federal Aid Urban System Project Requests

Presented for your consideration at the September 28 meeting will be ten requests for approval of Urban System projects.

Nine of the project requests were received from the City of Portland and one from Washington County. The projects are described as follows:

The Hollywood District Transportation Study, estimated to cost $15,000, to develop a solution to traffic congestion and related air, noise and safety problems.

The Macadam Avenue Corridor Study, estimated to cost $15,000, to produce a listing of projects that can be funded, designed and constructed to provide a significant transportation improvement in that portion of the corridor lying between the Ross Island and Sellwood Bridges.

A project to expand the computer controlled traffic signal system to include 21 intersections in the Central Business District at an estimated cost of $37,500.

A project on Macadam Avenue, estimated to cost $400,000, for the installation of four traffic signals and roadway widening to provide left-turn refuges and pedestrian crossings at Boundary, Pendleton, Nebraska and Virginia Streets.

An estimated $20,000 project to install traffic signals at the intersection of N.E. Broadway and 9th Avenue.

A signal improvement project, estimated to cost $49,500, to replace the existing three-dial operation with fully actuated operation at the intersections of W. Burnside at 23rd Avenue and S.W. 1st Avenue at Arthur Street.

An estimated $42,350 project to interconnect 43 signalized intersections with existing systems at various locations throughout the city.

A traffic signal replacement project, estimated to cost $409,500, to replace all signal equipment at ten intersections on S.W. 4th Avenue.

A project on Barbur Boulevard at 3rd and Miles, estimated to cost $48,000, consisting of complete replacement of existing semi-actuated signals with new equipment including fully actuated control equipment.

Washington County has requested a project, estimated to cost $136,000, to replace an existing 12-ton limit bridge with a modern concrete structure on S.W. 65th Avenue in Tualatin.

Federal Urban System funds for these ten projects is estimated at $1,008,650 with the State providing approximately $82,100 in match funds and an equal amount being contributed by the local entities of government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval of these projects and request authority to sign the project agreements for and on your behalf.

Att.

MCH:sch ia

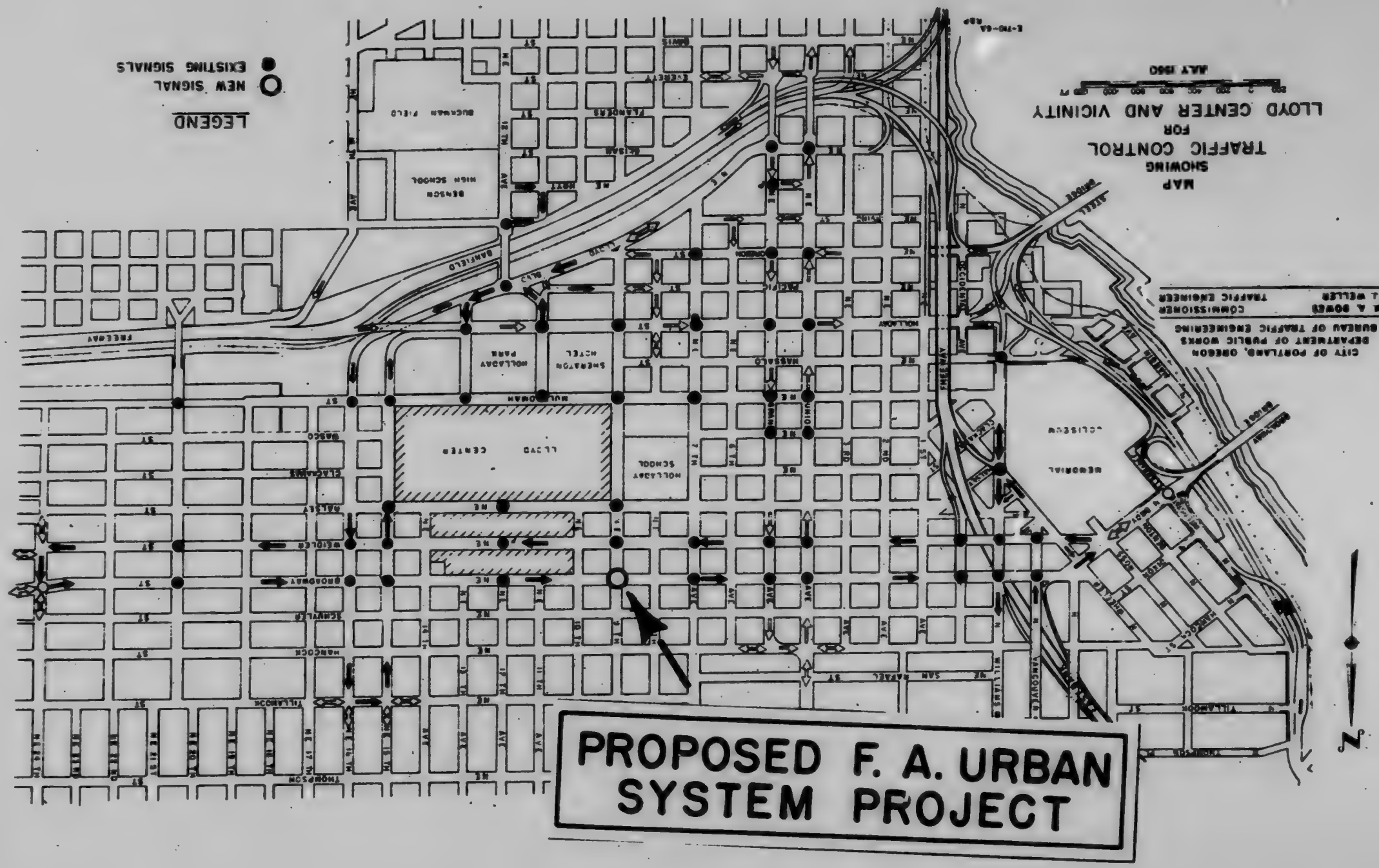
bc C. W. Head
R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
E. L. Hardt
L. W. Rulien
L. E. George
V. E. Skoog
D. N. Harwell
George Bell

CITY OF PORTLAND
Proposed Urban System Project

Traffic Signals
N. E. Broadway at 9th Avenue, FAU 9318
$20,000

This project is to install traffic signals at the intersection of N. E. Broadway and 9th Avenue to provide for vehicle and pedestrian crossing of Broadway.

The City intends to perform preliminary engineering and request the State to supervise construction.


LEGEND
NEW SIGNAL
EXISTING SIGNALS
MAP
SHOWING
TRAFFIC CONTROL
FOR
LLOYD CENTER AND VICINITY
MAY 1960
CITY OF PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS
BUREAU OF TRAFFIC ENGINEERING
WM. A. BOWES COMMISSIONER
W. J. WELLER TRAFFIC ENGINEER
LLOYD CENTER
MEMORIAL COLISEUM
BENSON HIGH SCHOOL
HOLLADAY SCHOOL
HOLLADAY PARK
SHERATON HOTEL
BUCKMAN FIELD
FREEWAY
N
PROPOSED F. A. URBAN SYSTEM PROJECT

8609

FORM 81-734-3030

8

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

September 2, 1976

Salem, OR, 97310

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Project (Statewide) Assessments
FAU Signal Projects
Portland, Oregon

TO: L. W. Rulien
Program Management Engineer

The following FAU signal projects have been assessed and evaluated for their potential impact on the quality of the human environment:

1. C.B.D. Signal System Expansion

This project consists of expanding the C.B.D. computer controlled signal system to include the area bounded by S.W. 1st Avenue, S.W. Caruthers Street, S.W. Broadway and S.W. Oak Street. The purpose of this project is to provide better traffic control by providing green splits and cycle lengths on the basis of actual traffic demand, thereby reducing stops and delays for vehicular traffic. This reduction in stops and delays will reduce auto emission and is an essential measure in the City's commitment to meeting the DEQ clean air standards.

Estimated cost: $37,500.00

2. S.W. Macadam Avenue

The S.W. Macadam Avenue project consists of signalization at 4 locations; Boundary Street, Pendleton Street, Nebraska Street and the Virginia Avenue-Taylors Ferry Road intersection. Roadway widening to provide for left turn slots will be required at 3 locations; Boundary Street, Nebraska Street and the Virginia Avenue-Taylors Ferry Road intersection.

S.W. Macadam Avenue is a 4 lane, 20,000 v.p.d., 35 m.p.h. major arterial. This project proposes to increase both pedestrian and vehicular safety along a 6,000 ft. stretch of it. Left turn slots along with fully actuated pedestrian and vehicular signals will provide safe access to and from several high people generators now located, and planned for the future, on both east and west sides of S.W. Macadam.

All 4 signal locations will be interconnected to provide for an orderly flow of traffic along S.W. Macadam Avenue.

Estimated cost: $400,000.00

noted GR

RECEIVED STATE HWY ENGR
SEP 3 '76
REFER TO
FOR
Info
Invest
R/D
D/R
Sign
Act
File

3. Traffic Signals - N.E. Broadway & 9th Avenue

This project consists of installing a fixed time 2 phase signal, interconnected with existing signals along N.E. Broadway. N.E. 9th and Broadway ranks in the top ten of the locations warranting a signal in the City of Portland.

There is considerable pedestrian activity and traffic circulation in the area due to the close proximity of the Lloyd Center shopping area and new office buildings. New signals were added at 9th and Halsey and 9th and Weidler in 1972.

All work will be done within the existing right-of-way.

Estimated cost: $20,000.00

4. Signal Improvement - (Burnside & 23rd) (1st & Arthur)

The intersections of W. Burnside and 23rd Avenue and S.W. Arthur and 1st Avenue were originally installed with three dial fixed time control equipment. Increases in traffic volumes and unpredictable traffic movements have combined to make the fixed time operation inefficient. Full actuation of these intersections could increase their capacity on a 24 hour basis up to 50% by not serving approaches with no demand and pro-rating the available time on the basis of actual demand and not on a precalculated basis.

Estimated cost: $49,500.00

5. Interconnection of Fixed Time Signals

The existing traffic signals on N.E. Fremont Street, S.E. Foster Road, N.E. and S.E. 39th Avenue and some sections of the northwest area are controlled by fixed time, manually set local controllers. They are kept in time by constant speed synchronous motors. Power failures and controller "drift" require these intersections to be manually timed on a monthly basis and result in inefficient operation during periods between retiming. The interconnection of these intersections will provide a more reliable and safer operation and will increase the flexibility of operation by allowing us to install additional timing dials at problem intersections.

To expedite the work on this project, we intend to have the work performed by City fire alarm crews who are trained in the proper techniques of overhead cable installation and required clearances on power and telephone pole contacts. An Inter-Agency Agreement was included in this year's Budget between the Bureau of Traffic Engineering and the Bureau of Fire to perform this work.

Estimated cost: $42,350.00

6. Traffic Signal Replacement - C.B.D. - 3 Streets

Original installation of traffic signals at these locations were made between 1946 and 1952. They have exceeded their design life resulting in deterioration, causing safety hazards, high maintenance costs and inconvenience to the public. These traffic signals do not meet the minimum standards of the Manual on Uniform Traffic Control Devices.

It is proposed that the preliminary and construction engineering be done by Consultant, since the City does not have the engineering capability for this project in addition to its commitments. A copy of the City's procedure for selection of Consultants is included with the application.

Estimated cost: $409,500.00

7. Traffic Signal Replacement - S.W. Barbur Blvd. & Miles Street

Original installation of traffic signals at this location was made in 1948. City Ordinance 136939 was passed by the Council on August 1, 1973 to enter into an agreement with the State of Oregon for the replacement of this signal, together with replacement of other traffic signals on 82nd Avenue, Powell Blvd. and Barbur Blvd.

This Ordinance was repealed in March of this year, since it appeared the intersections on Barbur would be revised in conjunction with the proposed exclusive bus lanes.

The present traffic control is a 2 phase operation using flashing yellow and flashing red indications for most of the 6 approaches and 2 left turn movements. There is also a pedestrian movement which crosses a vehicle phase showing flashing yellow at the same time the walk indication is on. The 2 phase operation is inadequate and hazardous.

The old equipment and deteriorated wiring cause many trouble calls and resultant extremely hazardous conditions. A copy of the trouble report for the last three years is included in the application. Of particular significance is one call which indicates 27 short circuits had to be cleared before the intersection could be restored to operation.

Estimated cost: $48,000.00

It has been determined that no new right-of-way will be required for the above projects, and that they are of a type for which the statewide assessment for safety projects is applicable. The statewide assessment classifies these projects as Non-Major.

GAP:ss

cc: E. S. Hunter
R. N. Bothman
Geoff Kaiser

8609

45/75

✓ (3)

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date August 23, 1976

Applicant Agency City of Portland

Federal Aid System Route No. 9318 Route Name N.E. Broadway

Project Name Traffic Signals - N.E. Broadway and 9th Avenue

Project Length N/A Project Location (Attached sketch map)

Project Description Install traffic signals at N.E. Broadway and 9th Avenue to provide for vehicle and pedestrian crossing of Broadway

Average Daily Traffic 20,000 v.p.d. Design Speed 30 mph through intersection

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 56 feet Travel Lanes 4 Shoulders none

Medians none Parking 2

Sidewalks 12 ft. sidewalks on Broadway - 6 ft. on 9th Avenue

Other

2. Desired Roadway Cross Section: (Attach sketch)

Width Travel Lanes Shoulders

Medians Parking

Curbed Length Curb Radii

Sidewalk/Bikeway

Other

FOOTNOTES: No changes proposed for present roadway

Description of Proposed Roadway Work none

RECEIVED
COUNTY & CITY SECTION
SEP - 1 1976
☐ ENGR. ☐ GOOR. ☐ OE ☐ AE ☐ HE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 80 ft. Minimum _____ Maximum _____

2. Will Additional Right-of-Way Be Needed? No Explain _____

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? _____

4. Will applicant acquire right-of-way and have State review negotiations?
Yes _____ No _____

5. Should State negotiate and acquire right-of-way in behalf of applicant?

6. Should State prepare options? Yes _____ No _____

7. Is a public hearing necessary? No

(NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

8. Will there be any persons displaced from their homes, farms or business?
No If so, explain _____

(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

9. Will this project affect any park or recreation facility? No
If so, explain _____

III. TRAFFIC CONTROL DATA

1. Existing Signalization: 9th Avenue stops for Broadway

2. Proposed Signalization:

Location N.E. Broadway and 9th Avenue

Type Three dial fixed time interconnected
Phases two
Type of Suspension Span wire

Interconnected 10 conductor underground from Weidler

Other

FOOTNOTES:

3. Permanent Signing:

Include in project or by applicant? Not Applicable

4. Permanent Striping:

Include in project or by applicant? Not Applicable

IV. ILLUMINATION DATA

1. Present Illumination and Location: Not Applicable

2. Proposed Illumination:

Location

Type

V. STRUCTURE DATA Not Applicable

1. Existing Structure:

Location

Type

Size

To Remain in Place?

2. Proposed Structure:

Location

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?_____

FOOTNOTES:_____

Are provisions for illumination desired?_____

Are there any unusual or complicating conditions?_____

VI. RAILROAD DATA

1. Are there any railroad crossings? No Location_____

Type of existing crossing_____
Existing crossing protection_____

Name of Railroad_____
Number of tracks: Mainline_____ Siding_____ Total_____
Angle of Intersection_____
Sight distance: (Direction)_____ Distance_____
(Direction)_____ Distance_____
Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

2. Will existing railroad crossing be altered?_____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Bureau of Traffic Engineering - Ed Gossack
   Office
2. Environmental — Bureau of Traffic Engineering - Ed Gossack
   Office
3. Public Hearing — Bureau of Traffic Engineering - Ed Gossack
   Office

REMARKS: _____

VIII. GENERAL INFORMATION

1. Other work or conditions not covered by preceding sections _____

2. Does the applicant desire to perform the project preliminary engineering?
Yes X No _____

Does the applicant desire to perform the project construction engineering?
Yes _____ No X

(NOTE: Utilization of local forces to perform preliminary and construction engineering requires the prior approval of the State and Federal Highway Administration. In all instances, State will prepare final plans, advertise, and award project contracts.)

3. Applicant's Estimate of Cost for Requested Project:

Roadway Work	$ _____
Right-of-Way Costs (if participating)	_____
Traffic Control	$18,000
Illumination	_____
Structures	_____
Railroad	_____
Other _____	_____
Preliminary Engineering	$ 2,000
PROJECT TOTAL	$$20,000

FOOTNOTES: Cities share of funding is included in 1976-77 budget. Blanket project for new traffic signals was included in CRAG submittal.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of Portland, Oregon and/or _____ County

By D E Bergstrom
D. E. Bergstrom, City Traffic Eng.

By _____

By _____

By _____

By _____

PORTLAND
OREGON

COLUMBIA RIVER

WILLAMETTE

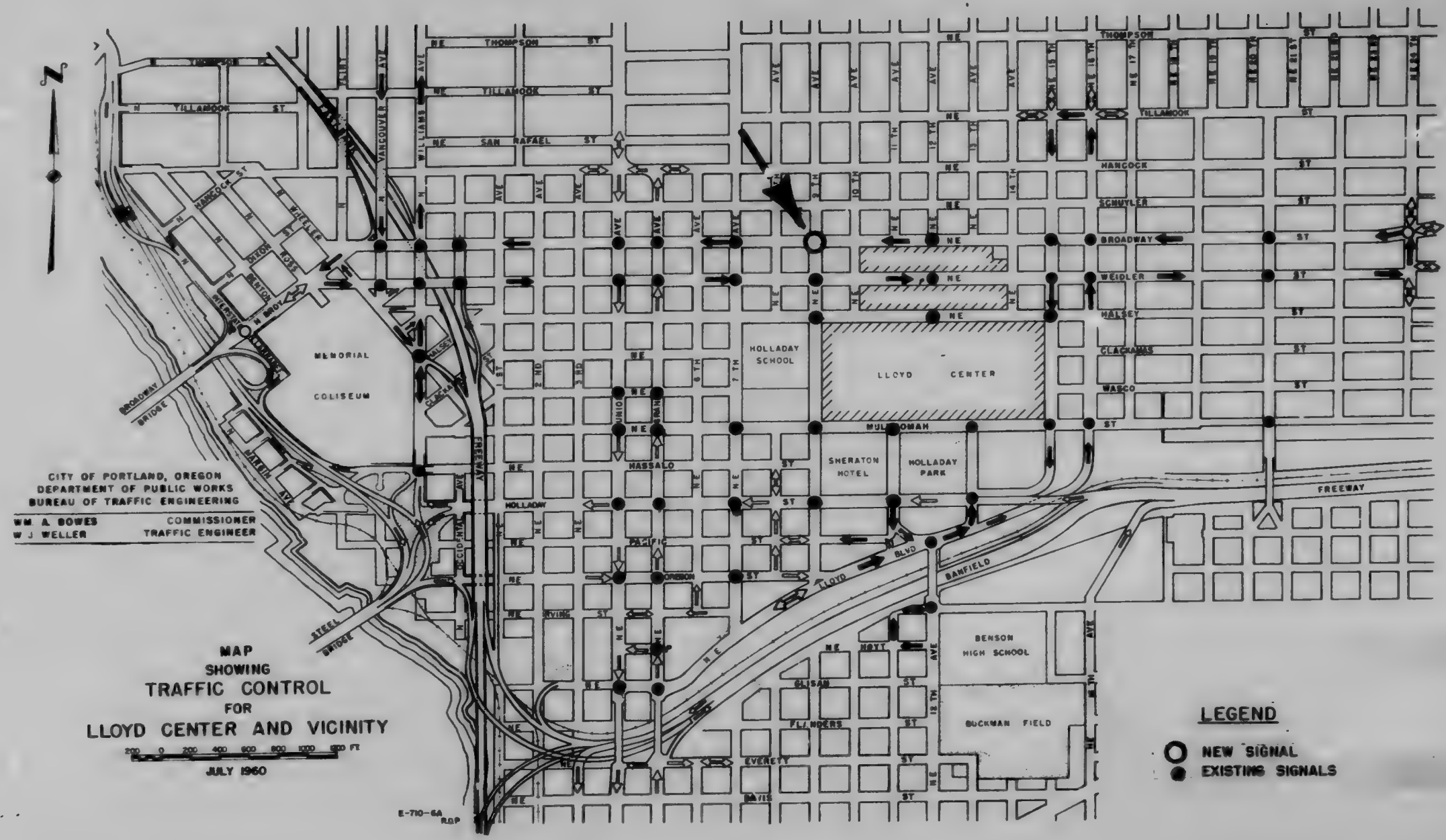
PROPOSED F. A. URBAN SYSTEM PROJECT

CITY OF PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS
BUREAU OF TRAFFIC ENGINEERING
FRANK A. BOWES, COMMISSIONER
O. J. WELLER, TRAFFIC ENGINEER

MAJOR STREETS & HIGHWAYS

GRAPHIC SCALE

1959


N
THOMPSON ST
TILLAMOOK ST
SAN RAFAEL ST
HANCOCK ST
WHEELER ST
MORRISON
BELMONT
N BDWY
BROADWAY BRIDGE
MEMORIAL COLISEUM
WILLIAMS AVE
VANCOUVER AVE
GRAND AVE
MARTIN LUTHER KING JR BLVD
FREEWAY
HOLLADAY SCHOOL
LLOYD CENTER
SCHUYLER
BROADWAY
WEIDLER
HALSEY
CLACKAMAS
WASCO
MULTNOMAH
SHERATON HOTEL
HOLLADAY PARK
HASSALO
HOLLADAY
PACIFIC
OREGON
IRVING
LLOYD BLVD
BANFIELD
FREEWAY
STEEL BRIDGE
BENSON HIGH SCHOOL
BUCKMAN FIELD
MOYT
ELISAB
FLANDERS
EVERETT
DAVIS
CITY OF PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS
BUREAU OF TRAFFIC ENGINEERING
WM. A. BOWES COMMISSIONER
W J WELLER TRAFFIC ENGINEER
MAP
SHOWING
TRAFFIC CONTROL
FOR
LLOYD CENTER AND VICINITY
200 0 200 400 600 800 1000 1200 FT
JULY 1960
E-710-6A R.D.P.
LEGEND
NEW SIGNAL
EXISTING SIGNALS

(3)

3610 Portland Pavement Marking 1977
Proj. #3 of city streets in
Portland (Pavement marking)

8610

8

June 14, 1978

American Fidelity Fire Insurance Co.
c/o Northwest Bonding Agency
P. O. Box 1448
Beaverton, OR 97005

Gentlemen:

Contract No. 8610 awarded to Arrow Striping & Painging for the Portland Pavement Marking Project No. 3 in Multnomah County was completed on March 2, 1978, and accepted by the State Highway Engineer on June 9, 1978.

Final payment in the amount of $493.23 will be released to the contractor after June 19, 1978. The total contract amount is $7,725.71 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Arrow Striping & Painting
2260 S.E. 110th
Portland, OR 97216

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

8610 Clerk of Contr — OK Jones — Jun — FOC — 8

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

April 21, 1978

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM C. T. Keasey for R. D. Church
Construction Engineer

SUBJECT Request Contract Acceptance
Federal-aid Project No. PMS-000S(54)

Contract 8610 Work Completed 3-2-78

Project Portland Pavement Marking Project #3

Highway City Streets

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 5-25-78

G. K. Hoover
for G. L. Green
Division Administrator

RECEIVED
STATE HWY ENGR
JUN -7'78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
H.S.COULTER

RDC:pln

cc: H. S. Coulter
C. T. Keasey
Edward Hardt
R. D. Church

RECEIVED
APR 25 1978
OREGON DIVISION

Keasey — Jackmond — Hopkins — Williams — Johnson — Glenn
RECEIVED
JUN 6 1978
CONSTRUCTION BRANCH
Richards — Berg — Inloes — Widmer — Gebauer — Church

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8610

2-2-78

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

#3		SECTION PREFIX 326-1080
HIGHWAY City Streets		COUNTY Multnomah
NAME OF JOB Portland Pavement Marking #3	KIND OF WORK Traffic Buttons	
CONTRACTOR Arrow Striping and Painting	CONTRACT NUMBER 8610	FEDERAL AID PROJECT NUMBER PM-000S(54)
DATE OF CONTRACT Oct.3, 1977	DATE WORK STARTED Dec. 8, 1977	ESTIMATED COMPLETION DATE Feb. 1978
AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 30	WORK DAYS USED CALENDAR DAYS USED 12
	SPECIFIED COMPLETION DATE March 28,1978	PERCENT OF TIME ELAPSED 35
PROJECT AUTHORIZATION $ 12,561.14	ENGINEERING AUTHORIZATION $ 1,097.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING $ 11,464.10	ENGINEERING COST TO DATE $ 792.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 7,509.86		DATE PROJECT WAS COMPLETED: March 2, 1978
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 36 %	PERCENT OF AUTHORIZATION 72 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK

1-Flatbed, 1-1½ ton truck with epoxy mixer, 1-compressor, 1-pickup

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO			
PERCENT			

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	26	Showers	0		
MONDAY	27	Overcast	0		
TUESDAY	28	Overcast	0		
WEDNESDAY	1	Clear	1		
THURSDAY	2	Clear	1		
FRIDAY	24	Showers	0		
SATURDAY	25	Showers	0		

Routing

Keasey — Richards
Bond — Glenn
Jackmond — Berg
Hopkins — Church
Johnson — Gebauer
Imlow — Widmer

RECEIVED
MAR 6 1978
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 26	No Activity
MONDAY 27	No Activity
TUESDAY 28	No Activity
WEDNESDAY 1	Placing traffic buttons on the Morrison Bridge and the Broadway Bridge.
THURSDAY 2	Placing traffic buttons on the Broadway Bridge. This completed the project.
FRIDAY 24	No Activity
SATURDAY 25	No Activity

REMARKS

Last Week: Placing traffic buttons on Morrison and Broadway Bridge.

Next Week: No Activity this project was completed on March 2, 1978.

SIGNED Paul R. Barnhart LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

8610

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 10-91	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 10-25-77	Oregon County Multnomah Project No. PMS-000S(54)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Citywide, Portland

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	4-7-77	0.0
RIGHTS-OF-WAY		
CONSTRUCTION	9-7-77	0.0
OTHER *(Specify)*		

FUNDS Pro-rata 100%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 13,561	$ 13,561

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Hunter

Technical Services Engineer
(Title)

By Acting [signature]

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator OCT 25 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

OREGON STATE HIGHWAY DIVISION
Salem, Oregon October 17, 1977

FEDERAL AID PROJECT
No. PM-000S(54)

PORTLAND PAVEMENT MARKING PROJECT NO. 3
CITY STREETS
MULTNOMAH COUNTY

Project Agreement Estimate

Type Code P.E. Preliminary Engineering	All Required		$ 1,000.00
Type Code Y103 Pavement Marking (City Streets)			
Mobilization	All Required		$ 0.00
Temporary Protection and Direction of Traffic	All Required		0.00
Temporary Signs	249 sq. ft.	2.87	714.63
Flagmen	180 hour	14.00	2,520.00
Mono-Directional Crystal Type I Markers	1,470 only	1.64	2,410.80
Bi-Directional Crystal Type I Markers	1,300 only	1.85	2,405.00
White Type II Markers	2,920 only	1.00	2,920.00
	Subtotal		$10,970.43
	Engineering		1,590.57
	TOTAL		$12,561.00

Length of Project . . . . . 0.00 mile

Summary of Funds (100%)

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 1,000.00	$ 1,000.00
Pavement Markings	12,561.00	12,561.00
TOTAL	$13,561.00	$13,561.00

Group 1 - 100%
Contract No. 8610
Prefix 326-1080
326-1919

8610 9-7-77 8

LETTER OF APPROVAL AND/OR AUTHORIZATION

F -000S(54)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
71556

COUNTY NAME
Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 23 '77
REFER TO
Mochring
FOR

Hdlo	Haves	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
9-7-77	9-7-77	Various	City streets

GENERAL LOCATION:

"Portland Pavement Marking Project #3"

GENERAL DESCRIPTION OF WORK:

Pavement marking (Code Y103 Miles 0.0)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Swan's 9-2-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $32,906 federal funds $32,906.

A signed copy of the Title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-7-77	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8610

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-7-77

FEDERAL AID PROJECT NO.: PMS-0008(54)

STATE PROJECT NO.: See below

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO.: 71556

FROM: G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 13 '77
REFER TO
Swan
FOR
Info | Invest | R/D | D/R | Sign | Att | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	4-7-77	Various	City streets

GENERAL LOCATION:

"Portland Pavement Marking Project #3.

GENERAL DESCRIPTION OF WORK:

Preliminary engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☒ PREPARATION TEC $1,000.
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 3-24-77 letter, you are authorized to proceed with the work as shown above.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-7-77	E. Thach	For Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-69) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8

8511 Hermiston Hwy.--Umatilla/ 1977
Stanfield Hwy. (Hermiston) Sec.
of FAS B570 (Highland Ave.) (Gr & pave

C+A 5879 11-22-76

84 11

HIGHWAY DIVISION
INVOICE

INVOICE NUMBER: 134019

DATE	YOUR ORDER NUMBER	BILLING REQ. NUMBER
4-1-82		CC 81-80

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

CODE: UMATCTY

CREDIT DISTRIBUTION

325.00	2,264.93
530-1047-296-00-000	2,264.93
530-1047-297-00-000	(2,264.93)

UMATILLA COUNTY BOARD OF COMMISSIONERS
COURTHOUSE
PENDLETON OR 97801

ATTN: MR. CARLOS VAN ELSBERG, DIR. OF PUBLIC WORKS

DESCRIPTION	TOTAL PRICE
FINAL BILLING: Hermiston Highway - Umatilla/Stanfield Highway Section FAS-B570 This is an FAS-C Project No. RS-B570(1)	
County Share of Costs	$22,264.93
County Advance Deposit	20,000.00
AMOUNT DUE STATE	2,264.93
110.00	

FOLD

734-1150 (6-81)

-86'11

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
3-3-82	CC 81-80		530-1047-297

BILL TO: Code:

Umatilla County Board of Commissioners

Courthouse

Pendleton, Oregon 97801

Attn: Mr. Carlos VanElsberg, Dir. of Public Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Hermiston Highway - Umatilla/ Stanfield Highway Section FAS-B570 This is an FAS-C Project No. RS-B570(1).			
County Share of Costs			$22,264.93
County Advance Deposit			20,000.00
AMOUNT DUE STATE			$ 2,264.93
(Please send copy of Itemized Statement with Billing)			

Advance Deposit Amount	$ 20,000.00
Advance Deposit Previously Transferred to Highway Fund	$ 16,000.00
Balance	$ 4,000.00
Transfer to Highway Fund	$ 4,000.00
Refund Due	$ - - - -
Partial or final request for billing	FINAL
Number of the previous request in connection with this service	CC 1762

Amount Due . . . . . $ 2,264.93

Submitted by:

Harold Reynoldson

Approved:

D. E. Swan, P.E.

Form 734-1191 (Rev 1-78)

SP*35736 734

8611

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 3-3-82

COUNTY UMATILLA Contract No. 8611 Date Completed 7-15-78

PROJECT # RS-B570(1) Section Hermiston Hwy.-Umatilla/Stanfield Hwy.

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Payment to Contractor	(Federal Participation)	$202,389.64
SFO #1 - Bikeway Striping		1,204.55
SFO #2 - RR Work		19,305.72
Engineering		33,434.99
Audit		449.38
		$256,784.28
Payment to Contractor	(Non Participation)	$ 456.73
Engineering		7,153.04
		$ 7,609.77

Federal Funds Collected $220,320.91

County Share of Costs:

1/2 ($256,784.28 - $220,320.91 + $7,153.04) + $456.73 = $22,264.93

County Share of Costs	$22,264.93
County Advance Deposit	20,000.00
AMOUNT DUE STATE	$ 2,264.93

Reference: Billing Form CC 81-80

FORM 734-1745

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
HERMISTON HY-UMAT/STANFLD HWY CONT NO 8611 * FA PROJ NOS RS 570001 100						RS 570001	STATE	
530	1047	201	00 P 1			202,388.64	78	79
530	1047	201	00 N 1			450.00	78	78
530	1047	205	02 P 1		528.98		80	81
530	1047	205	02 N 1		1,401.59		79	81
530	1047	206	00 N 1			6.73	79	79
530	1047	270	01 P 1		204.77CR	999.78	78	81
530	1047	270	01 P 8		204.77	204.77	81	81
530	1047	285	02 P 1			19,305.72	79	81
530	1047	296	00 N 9	6.37	5,321.81	236,320.91CR	77	82
530	1047	297	00 N 9			16,000.00	77	77
530	1047	298	00 N 9	6.37CR	5,321.81CR	220,320.91	78	82
530	1047	900	00 P 1		7,072.38CR	33,194.31	77	81
530	1047	900	00 N 1		2,072.38	7,292.30	77	81
530	1047	915	00 P 1		340.83	449.38	78	81
530	1047	948	00 N 1		34.40	34.40	81	81
530	1047	948	02 P 1			6.26	81	81
530	1047	950	00 P 1			234.42	78	79
530	1047	960	00 N 1			60.76	80	80
		TOT	P1		6,407.34CR	256,579.51		
		TOT	P8		204.77	204.77		
		TOT	N1		8,508.37	7,844.19		
		** JOB TOTALS **		**	2,305.80 **	264,628.47 **		
ECHO-RIETH SECT							STATE	
CONT NO 8749 * FA PROJ NOS ROS 00S014 100 ROS000S014						67,052.50	78	81
530	1055	201	00 P 1			98,230.00	79	81
530	1055	201	00 P 2			3,100.00CR	79	79
530	1055	203	00 P 1			140.56	79	79
530	1055	206	00 N 1			2,445.00	79	80
530	1055	210	02 P 1			771.60	79	79
530	1055	270	01 N 1			184,898.83CR	78	81
530	1055	296	00 N 9		2,601.50CR	19,401.50	79	81
530	1055	297	00 N 9		2,601.50	165,497.33	78	81
530	1055	298	00 N 9			12,343.22	78	80
530	1055	900	00 P 1			6,902.63	79	79
530	1055	900	00 P 2			74.82	78	80
530	1055	900	00 N 1			12.74	80	80
530	1055	915	00 N 1			13.19	81	81
530	1055	948	00 N 1			12.57	78	80
530	1055	950	00 P 1			78,753.29		
		TOT	P1			105,132.63		
		TOT	P2			1,012.91		
		TOT	N1			184,898.83 **		
		** JOB TOTALS **		**	**			
BENSEL RD-HERMISTON DITCH							STATE	
CONT NO 9321 FA PROJ NOS RS 571002 100								
530	1075	201	00 P 1	7,764.54	538,786.30	538,786.30	81	82

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE	FEDERAL AID PROJECT NO.
PROGRAM APPROVED OR	VOUCHER NO. 0(1)
	From: 12/20/76 To: 7/1/80

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 19,010.29	$ 18,968.18	85.80%	$ 16,274.70	$ 16,274.70	$ 0.00
264,601.49	256,784.28	85.80%	220,320.91	220,320.91	0.00
$283,611.78	$275,752.46	85.80%	$236,595.61	$236,595.61	$ 0.00

RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		11/13/81

V.E. Skoog, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	530-1932 10-41					
	Hermiston Hwy-Umatilla/Stanfield Hwy. Section County Road in Umatilla County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All	Required		$ 18,968.18	State
	Construction					
	Type Code 520					
	Roadway (Sta. 0+00 To Sta. 60+60)					
	Final Contract Payment Summary	Lump	Sum		202,389.64	
SFO	#1 Slikoway, temporary and permanent pavement striping	All	Required		1,204.55	
SFO	#2 Work by UPRR	All	Required		19,305.72	
					$222,899.91	
	Construction Engineering					
	State	All	Required		$ 33,434.99	
	Misc. Project Expense					
	Audit Expense	All	Required		449.38	
	Total Participating Cost				$275,752.48	
	Nonparticipating Cost					
	Preliminary Engineering (State)	All	Required		42.11	State
	Final Contract Payment Summary	Lump	Sum		450.00	
	Interest on Final Payment	All	Required		6.73	
	Construction Engineering	All	Required		7,360.48	
	Total Nonparticipating Cost				$ 7,859.32	
	Total Project Cost				$283,611.78	

Prepared based on Participating Costs as shown on Federal Billing as of 10/13/81.

234.42 transferred

Training

AMOUNT CARRIED FORWARD

HIGHWAY DIVISION

ACC

December 31, 1981

W. E. Schwartz, P.E.
Region 5 Engineer

D. E. Swan, P.E.
Operation Programming Engineer

Job Charges on
Local Government Projects

Mr. Coulter's letter dated July 23, 1981 directed that we not charge training courses, office expenses and administration to local projects.

At this time we have the following FAS-C projects with training course charges:

Eightmile Creek (Ione/Gooseberry Road) Bridge Section
Morrow County, Project # RS-0560(1), Prefix 525-1067;

Hermiston Highway-Umatilla/Stanfield Highway Section
Umatilla County, Project # RS-0570(1), Prefix 530-1047.

Would you please have these charges transferred out of these projects. We will have to hold the final billing until this is done.

HR:pf

cc: Jan Peterson, Accounting
M. S. Coulter
C. T. Keasey

530	1031	915	00	P	1					12.17					
530	1031	928	00	N	1					533.35CR					
		TOT	00							95,280.39					
		TOT	P1							1,861.08CR					
		TOT	N1							92,885.96					
		** JOB TOTALS **					**		**		**				

HERMISTON HY-UMAT/STANFLD HWY CONT NO 8611 & FA PROJ NOS RS 570001 100 — RS 570001

												STATE	
530	1047	201	00	P	1				202,389.64			78	79
530	1047	201	00	N	1				450.00			78	78
530	1047	205	02	P	1		528.98					80	81
530	1047	205	02	N	1		1,401.59					79	81
530	1047	206	00	N	1				6.73			79	79
530	1047	270	00	P	1	196.96CR						81	81
530	1047	270	01	P	1		204.77CR		999.78			78	81
530	1047	270	01	P	8		204.77		204.77			81	81
530	1047	285	02	P	1				19,306.72			79	81
530	1047	296	00	N	9		5,315.44		236,327.28CR			77	81
530	1047	297	00	N	9				16,000.00			77	77
530	1047	298	00	N	9		5,315.44CR		220,327.28			78	81
530	1047	900	00	P	1		7,072.38CR		33,194.31			77	81
530	1047	900	00	N	1		7,072.38		7,292.30			77	81
530	1047	915	00	P	1	196.96	340.83		449.38			78	81
530	1047	928	00	P	1	7.42CR						81	81
530	1047	928	00	N	1	7.42	34.40		34.40			81	81
530	1047	928	02	P	1				6.26			81	81
530	1047	950	00	P	1	Training Courses - Transferred to another Prefix			234.42			78	79
530	1047	960	00	N	1				60.76			80	80
		TOT	P1			7.42CR	6,407.34CR		256,579.51				
		TOT	P8				204.77		204.77				
		TOT	N1			7.42	8,508.37		7,844.19				
		** JOB TOTALS **				**	2,305.80	**	264,628.47	**			
									- 234.42				
									263,394.05				

7844.19
-234.42
7609.77

256,579.51
204.77
256,784.28

7844.19
234.42 — Transferred
7609.77

TOTAL TO DATE JOB COST SUMMARY

DESCRIPTION OF JOB OR DEPARTMENT		PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
ECHO-RIETH SECT	CONT NO 8749 & FA PROJ NOS ROS 005014 100 ROS000S014							STATE	
	530 1055	201	00	P	1		67,052.50	78	81
	530 1055	201	00	P	2		98,230.00	79	81
	530 1055	203	00	P	1		3,100.00CR	79	79
	530 1055	206	00	N	1		140.56	79	79
	530 1055	210	00	P	1		2,445.80	79	80
	530 1055	270	01	P	1		771.60	79	79
	530 1055	296	00	N	9	2,601.50CR	184,898.83CR	78	81
	530 1055	297	00	N	9	2,601.50	19,401.50	79	81
	530 1055	298	00	N	9		165,497.33	78	81
	530 1055	900	00	P	1		12,343.22	78	80
	530 1055	900	00	N	1		6,902.63	79	79
	530 1055	928	00	P	1		74.82	78	80
	530 1055	928	00	N	1		12.74	80	80
	530 1055	915	00	P	1		13.19	81	81

			TOT	P1								16,731.25	**
			** JOB TOTALS **					**		**		16,731.25	**

HERMISTON-UMATILLA/STANFLD HY CONT NO X FA PROJ NOS RS 570001 100 STATE

530	1932	296	00	N	9		15,444.00CR
530	1932	298	00	N	9		15,444.00
530	1932	901	00	P	1		11,940.87
530	1932	901	00	N	1		42.11
530	1932	905	00	P	1		4,320.16

TOTAL TO DATE JOB COST SUMMARY OCTOBER 1981 PAGE 619

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	530	1932	910	00	P 1			1,066.64	
	530	1932	914	00	P 1			580.34	
	530	1932	920	00	P 1			134.87	
	530	1932	921	00	P 1			842.12	
	530	1932	923	00	P 1			21.82	
	530	1932	924	00	P 1			61.36	
			TOT	P1				18,968.18	
			TOT	N1				42.11	
			** JOB TOTALS **			**	**	19,010.29	**

STANFIELD-W PENDLETON INTCHGE CONT NO X FA PROJ NOS ROS 00S014 100 STATE

530	1938	296	00	N	9	37.19CR	6,224.76CR	
530	1938	297	00	N	9	37.19	637.19	
530	1938	298	00	N	9		5,587.57	
530	1938	901	00	P	1		1,831.26	
530	1938	901	00	N	1		16.35	
530	1938	905	00	P	1		2,414.91	
530	1938	906	00	P	1		564.25	
530	1938	914	00	P	1		625.53	
530	1938	920	00	P	1		27.00	
530	1938	921	00	P	1		722.80	
530	1938	923	00	P	1		22.66	
		TOT	P1				6,208.41	
		TOT	N1				16.35	
		** JOB TOTALS **				**	**	6,224.76 **

State

UMATILLA SIGNING PRJ #2 CONT NO FA PROJ NOS HES 00S001 100 STATE

530	1957	296	00	N	9		133.73CR	
530	1957	298	00	N	9		133.73	
530	1957	901	00	P	1		146.09	
530	1957	923	00	P	1		2.50	
		TOT	P1				148.59	
		** JOB TOTALS **				**	**	148.59 **

8611

L.

STATE OF OREGON

INTEROFFICE MEMO

TO: Jan Peterson
Contract Accounting

DATE: January 25, 1982

FROM: Shirley Hiatt
Region 5 Office Manager

SUBJECT: Job Charges on
Local Government Projects

NOTED
H.S.COULTER

Copy 3
ORG A.O.C.
ORG 3 L.O.C
#9091

D. E. Swan's memo of 12/31/82 requested that training course charges made against the Eightmile Creek (Ione/Gooseberry Road) Bridge Section and the Hermiston Highway-Umatilla/Stanfield Highway Section be transferred out of these projects.

Attached is Transfer of Charges for each project, crediting the project and charging the Region 5 training budget.

sh
Attachment
cc: H. S. Coulter
C. T. Keasey
D. E. Swan

RECEIVED
STATE HWY ENGR
JAN 27 '82
REFER TO
FOR
Info | Invest | R/D | D'R | Sign | Act | File

OREGON STATE HIGHWAY DIVISION

REQUEST FOR TRANSFER OF COST DISTRIBUTION

ORIGINATING SECTION OR CREW: Region 5

SEND ORIGINAL TO ACCOUNTING SECTION

DATE OF REQUEST: 1/22/82

DATE OF ORIGINAL TRANSACTION: Unknown

NAME AND NUMBER OF ORIGINAL DOCUMENT (IF PAYROLL TRANSFER, INDICATE CREW NO.: Blanket Transfer

VENDOR'S NAME:

DATE OR VOUCHER NO.	DESCRIPTION	CHARGE PREFIX	CHARGE FUNCTION	CHARGE SUB FUNC	CHARGE OBJECT	CHARGE P/N GROUP	CHARGE AMOUNT	CREDIT PREFIX	CREDIT FUNCTION	CREDIT SUB FUNC	CREDIT OBJECT	CREDIT P/N GROUP	CREDIT AMOUNT	CREW
	Misc. payroll and expenses for training courses	5065	950		52	N	234 42	530-1047	950			P	234 42	025-0
							TOTAL						TOTAL	

REASON FOR THIS REQUEST: In past years training courses for Resident Engineer's crews were charged to their various ~~projects, including some Local Government projects. It has~~ since been determined these charges shall not be made against Local Government projects. This is to make a blanket transfer of total amount charged Cont. 8611, ~~Hermiston Highway-Stanfield Highway, to the Region 5 Training budget.~~

Per D. E. Swan's 12/31/81 memo.

PREPARED BY: Shirley Scott

APPROVED:

Form 734-1087 (Rev. 9/78) cc Project Management, H.S. Coulter, C.T. Keasey, Jan Peterson (original)

SP-70727

TAL TO DATE JOB COST SUMMARY — OCTOBER 1981 — PAGE 246

SCRIPTION OF JOB OR DEPARTMENT — Sheet 1

☐ RE ☐ RCE ☐ RME ☐ ROE ☐ RFA

JAN 13 1982

RECEIVED
DIVISION 6 OFFICE

	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
530	1031	299 00	N 9			7,144.50	80	80
530	1031	900 00	N 1			10.50	80	80
530	1031	915 00	P 1			766.25	77	79
530	1031	928 00	N 1			12.17	79	79
		TOT 00				533.35CR		
		TOT P1				95,280.39		
		TOT N1				1,261.08CR		
		** JOB TOTALS **		**	**	92,885.96 **		

HERMISTON-HYSUM AT/STANFLD HWY CONT NO 8611 & FA PROJ NOS RS 570001 100 — RS 570001 — STATE

530	1047	201	00 P 1			202,389.64	78	79
530	1047	201	00 N 1			450.00	79	79
530	1047	205	02 P 1		528.98		80	81
530	1047	205	02 N 1		1,401.59		79	81
530	1047	206	00 N 1			6.73	79	79
530	1047	270	00 P 1		196.96	196.96	81	81
530	1047	270	01 P 1	204.77CR	204.77CR	939.78	78	81
530	1047	270	01 P 8	204.77	204.77	204.77	81	81
530	1047	285	02 P 1			19,305.72	79	81
530	1047	296	00 N 9	5,892.74	5,315.44	236,327.28CR	77	81
530	1047	297	00 N 9			16,000.00	77	77
530	1047	298	00 N 9	5,892.74CR	5,315.44CR	220,327.28	73	81
530	1047	900	00 P 1	7,072.38CR	7,072.38CR	33,194.31	77	81
530	1047	900	00 N 1	7,072.38	7,072.38	7,292.30	77	81
530	1047	915	00 P 1	Audit	143.87	252.42	79	81
530	1047	948	00 P 1		7.42	7.42	81	81
530	1047	948	00 N 1	26.98	26.98	(26.98)	81	81
530	1047	948	02 P 1			6.26	81	81
530	1047	(950)	00 P 1	Training Course Expense reduc		(234.42)	78	80
530	1047	960	00 N 1			60.76	80	80
		TOT P1		7,277.15CR	6,399.92CR	256,586.93		
		TOT P8		204.77	204.77	204.77		
		TOT N1		7,099.36	8,500.95	7,836.77		
		** JOB TOTALS **		26.98 **	2,305.80 **	264,628.47 **		

RS-B-570(1)

ECHO-RIETH SECT — CONT NO 8749 & FR PROJ NOS ROS 005014 100 ROS005014 — STATE

530	1055	201	00 P 1			67,052.50	78	81
530	1055	201	00 P 2			98,230.00	79	81
530	1055	203	00 P 1			3,100.00CR	79	79
530	1055	206	00 N 1			140.56	79	79
530	1055	210	02 P 1			2,445.00	78	81
530	1055	270	01 N 1			771.60	79	81
530	1055	296	00 N 9		2,601.50CR	184,898.83CR	77	81
530	1055	297	00 N 9		2,601.50	19,401.50	77	77
530	1055	298	00 N 9			165,497.33	73	81
530	1055	900	00 P 1			12,343.22	77	81
530	1055	900	00 P 2			6,902.62	78	81

8611

RE ☐ RCE ☐ RME ☐ ROE ☐

RPE ☒ OCT 19 1981 ☐ 10-15-81

RECEIVED
REGION 5 OFFICE

Hermiston Hwy. - Umatilla/Stanfield Hwy
Highland Ave.
Umatilla County.
Project # RS - B570(1)

Est. Construction Cost (Fed. Part.) #256,587.32

Est. Payment to Contractor (non. part.) 456.73
Engineering 7373.06
#7829.79

Federal Funds Collected #220,151.92

County share of Costs

½(256,587.32 - 220,151.92 + 7373.06) + 456.73 =

21,904.23 + 456.73 = B 22,360.96
Less County Adv. Dep. 20,600-00

Amt due State #2,360.96

Accounting feels there will be some adjustment in the final billing.

cy Carlos Van Elsberg
Tom Harper
Pat Napolitano

The above is preliminary audit figures - Hope final will be available in the near future

cy Hal Runolson ✓ Roger

P.S. Tom, Pat - Le SE 4th You have money coming back - it's in the middle

10-15-81

Hermiston Hwy. - Umatilla/Stanfield Hwy Sec
Highland Ave.
Umatilla County.
Project # RS - B570(1)

ROUTING SLIP—DEPT. OF TRANSPORTATION	Date: 10-15-81

Director	Information System (Lana Ave.)	Public Transit
Asst. Dir.-Administration	Labor Relations	Radio
Accounting (Highway)	Landscape	Records Management
Administrative Services	Library	Right of Way
Bridge	Location	Safety & Health Services
Chief Counsel	Mail Room	Sign Shop
Commission Services	Maintenance	State Highway Engineer
Construction	Materials & Research	Technical Services Engr.
Data Processing (Trans. Bldg.)	Motor Vehicles	Traffic Signal Unit
Employee Development	Organization & Manpower Services	Traffic
Engineering (Design)	Parks & Recreation	Transportation Policy & Program Development
Environmental	Permits & Weighmaster	Travel Information
Equipment Shops & Storeroom	Personnel Operations	Utilities
Finance (DOT)	Photocopy	Metropolitan
FHWA	Project Management & Operations Planning	Region Number 5
General Files	Public Affairs	District Number ____
Industrial Engineers		Resident Engineer ____

ATTENTION:
Roger Lang

FROM: PROJECT MANAGEMENT BRANCH

COMMENTS:
This is the best we can do for now. Hope this is not to far off at final billing.

Form 731-0022 (6-80) SP*71282-734

(Fed. Part.) $256,587.32

(non. part.) 456.7=
7373.0
$7829.7

Collected $220,151.92

: 92 + 7373.0() + 456.73 =

- 456.73 = $22,360.96
Adv. Dep. 20,600-00

te $2,360.96

will be some adjustment

Contract 8611
Weekly estimates

10-15-81

Hermiston Hwy. - Umatilla/Stanfield Hwy Sec
Highland Ave.
Umatilla County.
Project # RS - B570(1)

Est. Construction Cost (Fed. Part.)	$256,587.32
Est. Payment to Contractor (non. part.)	456.73
Engineering	7373.06
	$7829.79

Federal Funds Collected $220,151.92

County share of Costs

$\frac{1}{2}$(256,587.32 - 220,151.92 + 7373.06) + 456.73 =

21,904.23 + 456.73 =	$22,360.96
Less County Adv. Dep.	20,000-00
Amt due State	$2,360.96

Accounting feels there will be some adjustment in the final billing.

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Hermiston Hwy - Umatilla/Stanfield Hwy. Section County Road in Umatilla County					
	Preliminary Engineering					
	Type Code P.E.					
	State	all Required			18,968.18	State
	Construction					
	Type Code 6201					
	Roadway (Sta. 0+00 to Sta. 60+60)					
	Feral Contract Payment Summary	Lump Sum			202,389.64 —	
	Bikeway, temporary and Permanent pavement striping	all Required			1,204.55 —	
	work by UPR2	all Required			19,305.72 —	
					$ 222,899.91	
	Construction Engineering					
	State	all Required			$ 33,434.99	
	Misc Project Expense					
	Audit Expense	all Required			252.42 —	
	Total Participating Cost				$ 275,555.50	256,587
	Non Participating Cost					
	Preliminary Engineering (State)	all Required			42.11	State
	Final Contract Payment Summary	Lump Sum			450.00 —	
	Interest on Final Payment	all Required			6.73 —	
	Construction Engineering	all Required			7353.06	+20.00
	Total Non Participating Cost				7,851.90	7829.79
	Total Project Cost				283,407.40	
Prepared based on Participating Cost as shown on the Federal Billing as of 10-13-81				AMOUNT CARRIED FORWARD	Cont. 264,917.11	

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO The Treasurer of the State of Oregon

Address Capitol Building Salem, Oregon 97310

STATE	FEDERAL AID PROJECT NO.
Oregon	RS-B 5701(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 12-20-76 To: 7-1-80

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
19,010.29	18,965.18	.8580	16,274.70	16,274.70	-0-
264,397.11	256,587.32	.8580	220,151.92	220,151.92	-0-
283,407.40	275,555.50	.8580	236,426.62	236,426.62	

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

_____ *State Highway Agency*

By _____ _____
Authorized Officer *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ _____

Adjustments $ _____

Amount Approved $ _____

SIGN ORIGINAL COPY

_____ _____
Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
		TOT	00			533.35CR		
		TOT	P1			96,220.39		
		TOT	N1			1,861.03CR		
		** JOB TOTALS **		**	**	[illegible] **		
KENNISTON BV-UNIT/STANFLD HWY CONT NO 8601 % FA PROJ NOS RS 570001 100						STATE		
	530 1047	201	00	P 1		202,389.64	78	79
	530 1047	201	00	N 1		450.00	78	79
	530 1047	205	02	P 1		538.55CR	80	81
	530 1047	205	02	N 1		1,401.55CR	79	80
	530 1047	206	00	N 1		6.73	79	79
	530 1047	270	01	P 1		1,284.55	78	79
	530 1047	295	02	P 1		19,385.72	79	81
	530 1047	296	00	N 9		241,[illegible]2.72CR	77	81
	530 1047	297	00	N 9		16,000.00	77	77
	530 1047	298	00	N 9		225,682.72	78	81
	530 1047	500	00	P 1		40,[illegible]	77	80
	530 1047	500	00	N 1		219.92	77	80
	530 1047	915	00	P 1		108.55	78	80
	530 1047	948	02	P 1		6.25	81	81
	530 1047	950	00	P 1		234.42	78	79
	530 1047	960	00	N 1		60.76	80	80
		TOT	P1			262,[illegible]		
		TOT	N1			634.18CR		
		** JOB TOTALS **		**	**	262,322.67 **		
ECHO-RIETH SECT	CONT NO 8749 % FA PROJ NOS RS 005014 100 RS0005014					STATE		
	530 1055	201	00	P 1		67,052.50	78	81
	530 1055	201	00	P 2		9,220.00	79	81
	530 1055	203	00	P 1		3,100.00CR	79	79
	530 1055	203	00	N 1		198.86	79	79
	530 1055	210	02	P 1		2,400.00	79	80
	530 1055	270	01	N 1		771.00	79	79
	530 1055	295	00	N 9		182,[illegible]7.50CR	78	81
	530 1055	296	00	N 9		16,[illegible]0.00	79	79
	530 1055	298	00	N 9		165,[illegible]7.33	78	81
	530 1055	500	00	P 1		12,[illegible]3.22	78	80
	530 1055	500	00	P 2		6,[illegible]2.63	79	79
	530 1055	500	00	N 1		74.82	78	80
	530 1055	915	00	N 1		12.[illegible]	80	80
	530 1055	948	00	N 1		13.19	81	81
	530 1055	950	00	P 1		12.57	78	80
		TOT	P1			78,753.29		
		TOT	P2			105,132.63		
		TOT	N1			1,012.91		
		** JOB TOTALS **		**	**	184,[illegible]8.83 **		

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
		TOT	00			533.35CR		
		TOT	P1			96,280.39		
		TOT	N1			1,811.08CR		
		** JOB TOTALS **		**	**	92,[illegible].96	**	
HERMISTON HY-UMAT/STANFLD HWY CONT	NO 8611 X FA PROJ NOS RS 570001 100						STATE	
	530 1047 201	00	P 1			202,389.64	78	79
	530 1047 201	00	N 1			450.00	78	78
	530 1047 205	02	P 1			523.98CR	80	81
	530 1047 205	02	N 1			1,401.59CR	80	80
	530 1047 206	00	N 1			6.73	79	79
	530 1047 270	01	P 1			1,204.55	78	79
	530 1047 285	02	P 1			19,305.72	79	81
	530 1047 296	00	N 9			241,642.72CR	77	81
	530 1047 297	00	N 9			16,000.00	77	77
	530 1047 298	00	N 9			225,642.72	78	81
	[illegible]	[illegible]				40,2[illegible].68	77	[illegible]
	[illegible]	[illegible]				219.92	77	80
	530 1047 915	00	P 1			108.55	78	80
	530 1047 918	02	P 1			6.26	81	81
	530 1047 [illegible]	00	P 1			234.42	78	79
	530 1047 900	00	N 1			60.76	80	80
		TOT	P1			262,9[illegible].85		
		TOT	N1			604.18CR		
		** JOB TOTALS **		**	**	262,322.67	**	
ECHO-RIETH SECT	CONT NO 8749 X FA PROJ NOS ROS 005014 100 ROS0005014						STATE	
	530 1065 201	00	P 1			67,052.50	78	81
	530 [illegible] 201	00	P 2			[illegible]1.00	79	81
	530 1065 203	00	P 1			3,1[illegible].00CR	79	79
	530 1065 206	00	N 1			1[illegible].86	79	79
	530 1065 210	02	P 1			2,[illegible].00	79	80
	530 1065 270	01	N 1			771.60	79	79
	[illegible] 1065 [illegible]	[illegible]				182,[illegible].38CR	78	81
	[illegible] 1065 [illegible]	[illegible]				1[illegible].10	79	79
	530 1065 298	00	N 9			16[illegible].33	78	81
	530 1065 [illegible]	00	P 1			12[illegible].22	78	80
	[illegible] 1065 [illegible]	[illegible]	P 2			6,[illegible].63	79	79
	530 1065 [illegible]	00	N 1			74.82	78	80
	530 1065 915	00	N 1			12.74	80	80
	[illegible] 1065 [illegible]	[illegible]	N 1			13.19	81	81
	530 1065 [illegible]	00	P 1			12.57	78	80
		TOT	P1			78,753.29		
		TOT	P2			105,132.63		
		TOT	N1			1,012.91		
		** JOB TOTALS **		**	**	184,898.83	**	

8611

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.:

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

June 25, 1981

Pat Napolitano
City Engineer
City Hall
Hermiston, Oregon 97838

Dear Pat:

Re: Project Costs
E. Newport Ave-Umatilla/Stanfield Hwy
Contract No. 9034

Pursuant to your telephone request of June 23, 1981 I have reviewed all available data in an attempt to show in detail the City's cost concerning the above subject project.

Enclosed is a cost summary based on the final project estimate and job cost summary of May 1981. I felt it was necessary to compile this summary in order to accurately determine the true cost to the City and to the State because of agreement wording that "all costs not participated in by the Federal Highway Administration shall be 100% cost to the City". This would not have been correct because of computer identification of "N9" and "9N" for State costs.

I must point out these are not final costs but we do not anticipate any major charges showing up at the last minute. Also, this is my interpretation of the available data and is subject to review.

If you wish to proceed with assessment of costs to the property owners it is suggested you add a small percentage to the City costs to cover any additions and/or City Administrative costs.

Do not hesitate to call me if you have any questions.

Sincerely,

Roger C. Lang
Region Federal Aid Engineer

RCL/dp
cc: Hal Reynoldson W. C. Ferguson

Form 734-3122

Cost Summary
Based on Trial Est & Job Cost Summary 8 May

6/24/81
RCL

BRIDGE INVENTORY INSPECTION RECORD
Oregon State Highway Division

Sheet 1 of 2

Bridge No. .....

Bridge over E. Newport-Umatil/Stanf. on Hwy. Highway No. .....
Contract 9034

In Hermiston County. Inspected ..... by ..... Location No. .....

	City (1P)	State (9N)	Total
1	$ 28000 00	$ 700 00	$ 3500 00
2	12677 60	000	12677 60
3	1850 00	6309 00	8159 00
4	1066 00	000	1066 00
5	24703 65	000	24703 65
6	(SEE P.A. #5)		
7	10104 00	000	10104 00
8	525 00	18130 00	18655 00
9	1298 00	000	1298 00
10	5000 00	1000 00	6000 00
11	000	900 00	900 00
12	8000 00	000	8000 00
13	18574 80	000	18574 80
14	2401 00	000	2401 00
15	16009 50	000	16009 50
16	900 00	000	900 00
PA 30101	000	000	000
30201	- 84 00	- 42 00	-126 00
30301	000	000	000
30401	432 00	000	432 00
30501	54678 81	000	54678 81
30601	700 00	000	700 00
30701	500 00	000	500 00
Asph. Penalty	- 361 92	000	
		000	-361 92
Contr. Total	161774 44 (P1 & N1)	26997 00 (N9)	188771 44
Engring			
900	17325 70✓	3281 51✓	20613 21
	101 32✓		101 32
915	29 77✓	567✓	35 44
920	30 58✓	582✓	36 40
945	10 07✓	193✓	12 00
950	89 04✓	1696✓	10600
960	89 09✓	1697✓	10606
	17,675 57	3334 86	21 010 43
	179450 01	30331 86	209781 87
Interest to Contr.	63 59	000	63 59
	179513.60	30331 86	209845.46

City share A

State share J

Cc: Pat Napolitano
Hal Reynolds

Eicl Ferguson

BRIDGE INVENTORY INSPECTION RECORD
Oregon State Highway Division

Sheet 2 of 2

Bridge No. .....

Bridge over ..... on ..... Highway No. .....

In ..... County. Inspected ..... by ..... Location No. .....

Reconciliation of total cost to City

Const. Cost	179513.60
P.E. Cost	14928.00
Total Cost	194441.60
Fed. Funds	- 61050.00
SCA Funds	- 25000.00
Advance Deposit	- 106,500.00
Balance Owing	1891.60

(Based on costs shown on May JOB COST SUMMARY)

TOTAL TO DATE JOB COST SUMMARY — CRE 08067 — REGION 5 — MAY 19

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TO
UMATILLA R-UPRR X'ING	130	1074	900	00 P1	1,684.58	1,803.09	1
	130	1074	920	00 P1	16.88	31.87	
	130	1074	944	00 P1		111.00	
	130	1074	945	00 P1	12.00	12.00	
			** JOB TOTALS **		1,713.46 *	1,957.96 *	1
E NEW AVE-UMAT/STAN HWY	330	1067	201	00 P1		2,685.25	160
	330	1067	201	00 N1		700.00	
	330	1067	201	00 N9		2,059.50CR	27
	330	1067	204	00 P1		8,782.34	
	330	1067	204	00 N9		589.94	
	330	1067	206	00 N1		63.59	
	330	1067	295	00 N9		24,410.00	109
	330	1067	296	00 N9		20,960.00CR	163
	330	1067	298	00 N9		3,450.00CR	53
	330	1067	900	00 P1		2,188.11	17
	330	1067	900	00 N1		88.40	
	330	1067	900	00 N9		416.75	3
	330	1067	915	01 P1	29.77	29.77	
	330	1067	915	01 N9	5.67	5.67	
	330	1067	920	00 P1			
	330	1067	920	00 N9			
	330	1067	945	00 P1	10.07	10.07	
	330	1067	945	00 N9	1.93	1.93	
	330	1067	950	00 P1			
	330	1067	950	00 N9			
	330	1067	960	00 N1			
	330	1067	960	00 N9			
			** JOB TOTALS **		47.44 *	13,502.32 *	209
PENDLETON-ADAMS SEC OR-WASH H	030	1148	201	00 N		93,331.88	1,359
	030	1148	201	00 N			
	030	1148	204	00 N		63,355.82	
	030	1148	204	00 N			
	030	1148	206	00 N		1,313.95	1
	030	1148	210	03 N		101.64	3
	030	1148	270	02 N		3,021.83	5
	030	1148	270	02 N			
	030	1148	290	02 N		55,922.36CR	55

OR DEPARTMENT	PREFIX		FUNCTION		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE		
K'ING	130	1074	900	00 P1	1,684.58	1,803.09	1,803.09	81	81
	130	1074	920	00 P1	16.88	31.87	31.87	81	81
	130	1074	944	00 P1		111.00	111.00	81	81
	130	1074	945	00 P1	12.00	12.00	12.00	81	81
			** JOB TOTALS **		1,713.46 *	1,957.96 *	1,957.96 *		
TAN HWY	330	1067	201	00 P1		2,685.25	160,074.44	80	80
	330	1067	201	00 N1		700.00	700.00	80	80
	330	1067	201	00 N9		2,059.50CR	27,997.00	80	80
	330	1067	204	00 P1		8,782.34		80	80
	330	1067	204	00 N9		589.94		80	80
	330	1067	206	00 N1		63.59	63.59	80	80
	330	1067	295	00 N9		24,410.00	109,610.00	80	81
	330	1067	296	00 N9		20,960.00CR	163,370.00CR	80	81
	330	1067	298	00 N9		3,450.00CR	53,760.00	80	80
	330	1067	900	00 P1		2,188.11	17,325.70	79	81
	330	1067	900	00 N1		88.40	101.32	80	80
	330	1067	900	00 N9		416.75	3,287.51	79	81
	330	1067	915	01 P1	29.77	29.77	29.77	81	81
	330	1067	915	01 N9	5.67	5.67	5.67	81	81
	330	1067	920	00 P1			30.58	79	79
	330	1067	920	00 N9			5.82	79	79
	330	1067	945	00 P1	10.07	10.07	10.07	81	81
	330	1067	945	00 N9	1.93	1.93	1.93	81	81
	330	1067	950	00 P1			89.04	80	80
	330	1067	950	00 N9			16.96	80	80
	330	1067	960	00 N1			89.09	80	80
	330	1067	960	00 N9			16.97	80	80
			** JOB TOTALS **		47.44 *	13,502.32 *	209,845.46 *		
EC OR-WASH H	030	1148	201	00 N		93,331.88	1,359,567.00		
	030	1148	201	00 N			881.33		
	030	1148	204	00 N		63,355.82	44.07		
	030	1148	204	00 N			44.07CR		
	030	1148	206	00 N		1,313.95	1,313.95		
	030	1148	210	03 N		101.64	3,045.94		
	030	1148	270	02 N		3,021.83	5,294.86		
	030	1148	270	02 N			114.10		
	030	1148	290	02 N		55,922.36CR	55,922.36CR		

SECTION E NEWPORT-UMATILLA/STANFIELD(HERMSTN)

HIGHWAY CITY STREET

COUNTY UMATILLA

TYPE WORK GRADING & PAVING

SPECIFIED CONSTRUCTION
A) 200 CWD
B)
C)

EXTENSION

APPROVED

CONTRACTOR I W VAIL CO. INC

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
00001	W C FERGUSON RES ENGR	RE	RCE RME	ROE			
		RF	SEP 17 1980				
00002	W E SCHWARTZ REGN 5 ENGR		RECEIVED REGION 5 OFFICE				
001	MOBILIZATION	LUMP SUM	35000000	80000	280000	80000	28000
001	MOBILIZATION	LUMP SUM	35000000	20000	70000	20000	7000
	ITEM TOTAL 001			100000	350000	100000	35000
002	GENERAL EXCAVATION	CU YD	57500	2315000	1331125	2204800	126776
003	TRENCH EXCAVATION	CU YD	100000	215000	215000	185000	18500
003	TRENCH EXCAVATION	CU YD	100000	780000	780000	630900	63090
	ITEM TOTAL 003			995000	995000	815900	81590
004	WATERING	M-GAL	100000	55000	55000	106600	10660
005	AGGREGATE BASE	CU YD	135000	1665000	2247750	1829900	247038
006	CLASS B ASPHALT CONCRETE PA S	TON	318500	1800000	5733000		
007	12-INCH SEWER PIPE	LIN FT	120000	760000	912000	842000	101040

...OGRESS ESTIMATE AND COST ...ORT

PAGE NO. 01

FORM 81-734-3493 REV. 9-1

APPROVED	USED
	164 CWD

CONTRACT NO. 9034
F.A.P. SOS 3002001
PREFIX 330 1067
AWARDED 09 28 79
ESTIMATE NO. 005 FINAL

WORK DONE TO: Umetilla 9034
ESTIMATED DATE OF COMPLETION:

...L CO., INC

CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 06/20/80 QUANTITY	PERFORMED TO DATE 06/20/80 AMOUNT	TO COMPLETE 06/20/80 QUANTITY	TO COMPLETE 06/20/80 AMOUNT	GROUP PORN	PERFORMED SINCE LAST ESTIMATE QUANTITY	PERFORMED SINCE LAST ESTIMATE AMOUNT
						1P		
						1P		
80000	280000	80000	280000			1P		
20000	70000	20000	70000			9N	STATE	
100000	350000	100000 ✓	350000					
2204800	1267760	2204800	1267760			1P		
185000	185000	185000	185000 ✓			1P		
630900	630900	630900	630900 ✓			9N	STATE	
815900 ✓	815900	815900 ✓	815900 ✓					
106600	106600	106600	106600			1P		
1829900	2470365	1829900	2470365			1P		
						1P		
842900	1010400	842000	1010400			1P		

OREGON STATE HIGHWAY DIVISION — 09/09/80 — PROGRESS ESTIMATE

E NEWPORT-UMATILLA/ST...FIELD(HERMSTN)

CITY STREET

UMATILLA

GRADING & PAVING

SPECIFIED COMPLETION: A) 200 CWD; B); C)

EXTENSION

APPROVED

CONTRACTOR: L W VAIL CO. INC

ORK	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
	18-INCH SEWER PIPE LIN FT	175000	30000	525000	30000	525000
	18-INCH SEWER PIPE LIN FT	175000	1030000	1802500	1036000	1813000
	ITEM TOTAL 006		1060000	1855000	1066000	1865500
	EXTRA FOR PIPE UNDER PAVEMENT LIN FT	110000	64000	70400	118000	129800
	CONCRETE MANHOLES EACH	10000000	4 1000	100000	4000	400000
	CONCRETE MANHOLES EACH	10000000	1 4000	400000	2000	200000
	ITEM TOTAL 010		5000	500000	6000	600000
					? See Grade Fund ? As Const. Dept.	
1	CONCRETE INLETS TYPE G-1 EACH	9000000	1000	90000	1000	90000
2	SPECIAL INLETS EACH	10000000	8000	800000	8000	800000
3	CONCRETE WALKS SQ YD	120000	1290000	1548000	1547900	1857480
4	CONCRETE DRIVEWAYS SQ YD	140000	320000	448000	171500	240100
5	CONCRETE CURBS LIN FT	50000	3070000	1535000	3201900	1600950
6	EXTRA FOR ASPHALT APPROACHES EACH	1500000	6000	90000	6000	90000

OGRESS ESTIMATE AND COST REPORT

PAGE NO. 02

APPROVED

USED
164 CWD

CONTRACT NO. 9034
F.A.P. SOS 3002001
PREFIX 330 1067
AWARDED 09 28 79
ESTIMATE NO. 005

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

CO. INC

FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 06/20/80		TO COMPLETE 06/20/80		GROUP PORZ	PERFORMED SINCE LAST ESTIMATE	
ANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
30000	52500	30000	52500			1P		
1036000	1813000	1036000	1813000			9N	STATE	
1066000	1865500	1066000	1865500					
118000	129800	118000	129800			1P		
4000	400000	4000	400000			1P		
2000	200000	2000	200000	ERROR		9N	STATE	
6000	600000	6000	600000					
1000	90000	1000	90000			9N	STATE	
8000	800000	8000	800000			1P		
1547900	1857480	1547900	1857480			1P		
171500	240100	171500	240100			1P		
3201900	1600950	3201900	1600950			1P		
6000	90000	6000	90000			1P		

E NEWPORT-UMATILLA/STANFIELD(HERMSTN)

CITY STREET

UMATILLA

ORK GRADING & PAVING

	SPECIFIED COMPLETION	EXTENSION	APPROVED
A)	200 CWD		
B)			
C)			

CONTRACTOR I W VAN CO., INC

	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
	TOTALS FOR ORIG. CONTRACT			18560275		1329485
	PRICE AGREEMENTS					
101	DOC CONVERT TONS TO C.Y. ON BI #5					
201	CR TO ELIM MANHOLE STEPS LUMP SUM	-1260000			66667	-8400
201	CR TO ELIM MANHOLE STEPS LUMP SUM	-1260000			33333	-4200
	ITEM TOTAL 30201				100000	-12600
301	DOC CHANGE DRIVEWAY DRAWINGS BI 14 CONT'D					
401	SIDEWALK CONNECTIONS EACH 30401 Shows Lump Sum					43200
402	SIDEWALK CONNECTIONS ? LUMP SUM. Not in file	4320000			100000	43200
501	CLASS "C" A.C. DOC DEL BI 6 TON	318500			1716760	5467881
601	REMOVE PARTIAL INLET LUMP SUM	7000000			100000	70000
701	ADJUSTMENT FOR OVERSIZE MANHOLE LUMP SUM	5000000			100000	50000

ENSION	APPROVED	USED	CONTRACT NO. 9034	WORK DONE TO:
		164 CWD	F.A.P. SOS. 3002001	
			PREFIX 330 1067	ESTIMATED DATE
			AWARDED 09 28 79	OF COMPLETION:
			ESTIMATE NO. 005	

II Corr. Inc

FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE		TO COMPLETE		GROUP PORZ	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	06/20/80 AMOUNT	QUANTITY	06/20/80 AMOUNT		QUANTITY	AMOUNT
	13294855		13294855					
						1P		
66667	-8400	66667	-8400			1P	City	
33333	-4200	33333	-4200			9N	STATE	
100000	-12600	100000	-12600					
						1P		
	43200				43200	1P	?	
100000	43200	100000	43200			1P		
1716760	5467881	1716760	5467881			1P		
100000	70000	100000	70000			1N	- city	
100000	50000	100000	50000			1P	- city	

09/09/80 ESTIMAT

E. NEWPORT-UMATILLA/STANFIELD (HERMSTN)

CITY STREET

UMATILLA

GRADING & PAVING

SPECIFIED COMPLETE

A) 200 CWD

B)

C)

EXTENSION

APPROVED

CONTRACTOR L W VAIL CO. INC

WORK ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
	SUB-TOTAL P. A.						5661681
	ADJUSTMENTS						
001	PRICE RED NON SPEC AC MIX	LUMP SUM	-361920			-100000	-36192
	SUB-TOTAL ADJ.						-36192
	TOTALS ALL EXCEPT F.A.						18920344
	* TOTAL PAY COSTS				18560275		18920344
	ADD. ANTICIP. ITEMS						
001	TEMPORARY EROSION CONTROL				10000		
9999	CONTINGENCIES				835662		
9999	ENGINEERING				1671325		1850000
	GRAND TOTALS				21077262		20770344

RESIDENT ENGINEER ---------- DATE ---------- DIVISION ENGINEER

ESTIMATE AND COST REPORT

PAGE NO. 04

FORM 81-734-3488 REV. 9-72

SION	APPROVED	USED 164 CWD

CONTRACT NO. 9034
F.A.P. SOS 3002001
PREFIX 330 1067
AWARDED 09 28 79
ESTIMATE NO. 005

WORK DONE TO:

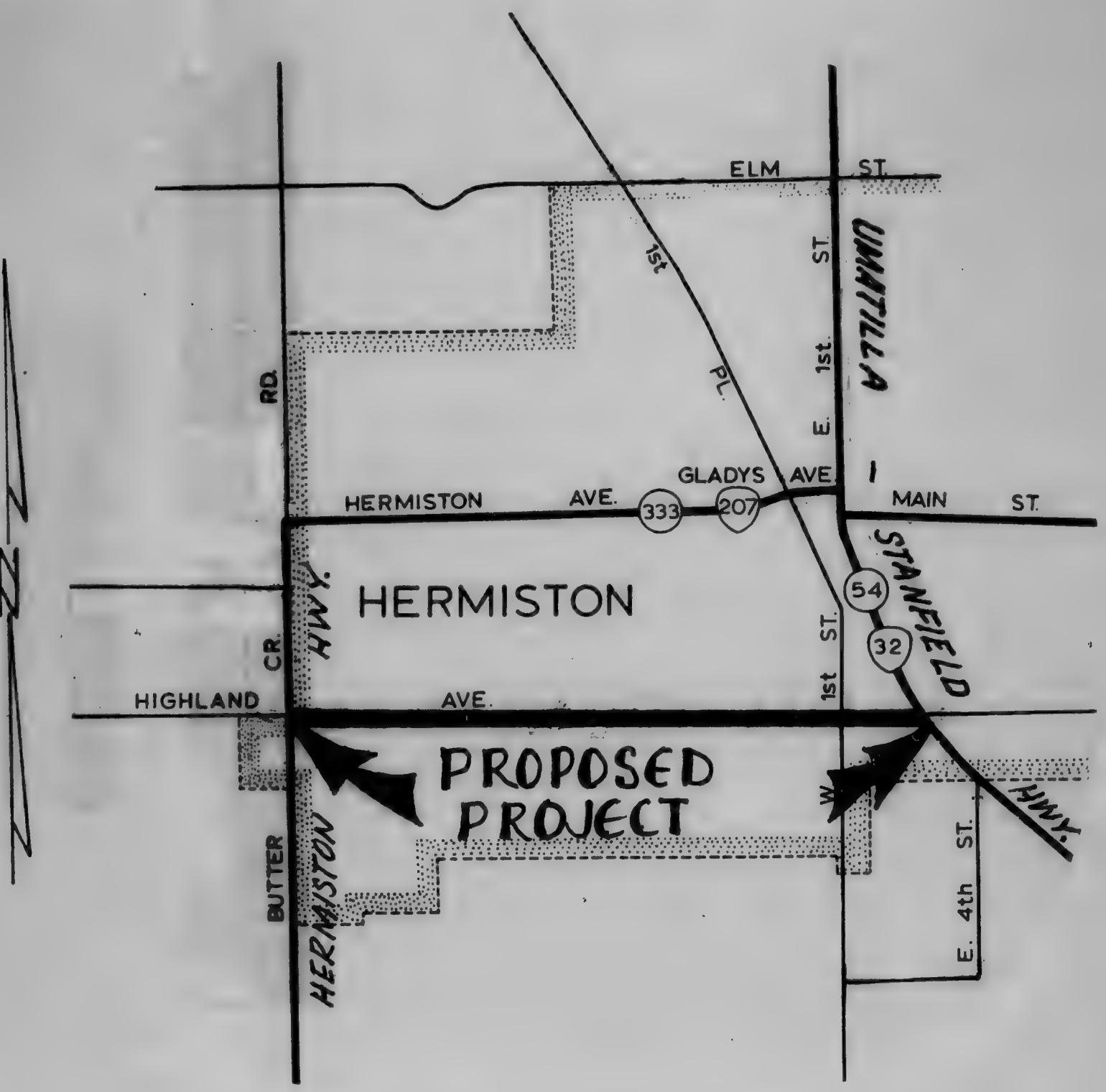
ESTIMATED DATE OF COMPLETION:

CO. INC

FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE		TO COMPLETE		GROUP PORZ	PERFORMED SINCE LAST ESTIMATE	
UANTITY	AMOUNT	QUANTITY	06/20/80 AMOUNT	QUANTITY	06/20/80 AMOUNT		QUANTITY	AMOUNT
	5661481		5618481		43200	7 3		
100000	-36192	100000	-36192			IP		
	-36192		-36192					
	18920344		18877144		43200			
	18920344		18877144		43200			
						IP	1192	
	1850000		1850000					
	20770344		20727144		43200			

DIVISION ENGINEER ---------- DATE ----------



HERMISTON HWY.~UMATILLA-STANFIELD HWY. SEC.

HIGHLAND AVE. FAS 30-101

Umatilla County

8611

CRG3

Date 7/18/79 PROJECT MANAGEMENT OFFICE MEMO

Subject FAS-(Project & APWA Conf. File No. _____

Received (call) ~~(visit)~~ from Pat Napolitano

Address City Engr. - Hermiston

Made (call) (visit) to _____ Phone 567-5521

Reason for contact and general discussion: Contract # 8611 ($286,000±)
Highland Ave cost (Final) to City
of Hermiston - Semi Final is approx. $1963± return to
City, very preliminary as These are based on May changes

APWA Conf. (Form 1-registration) rec'd before or 2nd (Form 2-room)
APWA Conf data should be sent (Form 1-2) directly to Chicago

cc: Roger Lang

Signature PN Hanneg

File ( ) ( ) ( ) ( ) ( ) (A) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other Hal EME

TOTAL TO DATE JOB COST SUMMARY

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	ACTIVE YRS END
	530	1045	900	00 P 1			22,343.31	77	78
	530	1045	900	00 N 1			196.00	77	78
			TOT	P1			263,989.47		
			TOT	N1			626.00		
			** JOB TOTALS **		**	**	264,615.47 **		
HERMISTON HY-UMAT./STANFLD HWY CONT NO 8611 = FA PROJ NOS RS 570001 100							00	STATE	
	530	1047	201	00 P 1		132,010.93	202,389.64	78	79
	530	1047	201	00 N 1		300.00	450.00	78	78
	530	1047	204	00 N 1		3,526.44		78	79
	530	1047	206	00 N 1		6.73	6.73	79	79
	530	1047	220	01 P 1		1,202.34	1,202.34	78	79
	530	1047	296	00 N 9	31.01CR	180,603.53CR	222,127.31CR	77	77
	530	1047	297	00 N 9			16,000.00	77	77
	530	1047	298	00 N 9	31.01	180,603.53	206,127.31	78	79
	530	1047	900	00 P 1		16,602.80	36,355.64	77	79
	530	1047	900	00 N 1		82.64	196.96	77	78
	530	1047	915	00 P 1		74.65	74.65	78	79
	530	1047	950	00 P 1		219.35	219.35	78	78
			TOT	P1		150,110.07	240,241.62		
			TOT	N1		3,915.81	653.69		
			** JOB TOTALS **		**	154,025.88 **	240,895.31 **		
MCKAY CK BR (SHAW)	CONT NO 8612 = FA PROJ NOS RS 579001 100						00	STATE	
	530	1048	201	00 P 1			87,330.27	78	78
	530	1048	206	00 N 1			7.32	78	78
	530	1048	296	00 N 9			88,974.00CR	77	78
	530	1048	297	00 N 9			5,400.00	77	77
	530	1048	298	00 N 9			83,574.00	78	78
	530	1048	900	00 P 1		11.68	14,470.22	77	78
	530	1048	900	00 N 1			100.00	77	78
			TOT	P1		11.68	101,800.49		
			TOT	N1			107.32		
			** JOB TOTALS **		**	11.68 **	101,907.81 **		
BROWNELL-HERMISTON DITCH	CONT NO 8679 = FA PROJ NOS RS 571001 100						00	STATE	
	530	1049	201	00 P 1		80,350.88	125,016.88	78	79
	530	1049	203	00 P 1		1,300.00CR	1,300.00CR	78	78
	530	1049	204	00 N 1		2,233.30		79	79
	530	1049	206	00 N 1		25.47	25.47	79	79
	530	1049	296	00 N 9		96,207.25CR	133,804.77CR	78	79
	530	1049	297	00 N 9			8,300.00	78	78
	530	1049	298	00 N 9		96,207.25	125,504.77	78	79
	530	1049	900	00 P 1		11,691.47	22,310.65	78	79
	530	1049	900	00 N 1		61.94	136.27	78	78
	530	1049	950	00 P 1		92.62	248.43	78	78

City refund #1963

7-18-79 Sent a to Roger Lamb

8611

pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? _____

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

15. Who will construct the crossing?

a. Between the rails and for a distance of two feet outside thereof:

Union Pacific Railroad Company

Estimated cost of this portion: $ 7,100 .

Note: These costs include rail renewal, compromise joints, ballasting, ties, tie plates, angle bars, crossing materials and installation of all these items.

b. Remainder of crossing area: Oregon Department of Transportation, Highway Division

16. Who will pay for such construction and in what proportion?

a. Between the rails and for a distance of two feet outside thereof:

Union Pacific RR - ~~73%~~ 89%; ODOT, Highway Div. - 25% 92%; ~~Umatilla Co. - 2%~~

b. Remainder of crossing area: ODOT, Highway Div. 93%; Umatilla Co. - 7%

State Protection Funds

17. Who will maintain the crossing?

a. Between the rails and for a distance of two feet outside thereof:

Union Pacific Railroad Company

b. Remainder of crossing area: Umatilla County

Highland Ave
Hermiston

There is a later agreement

8611

8

March 6, 1979

U.S. Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

Gentlemen:

On March 2 we wrote to you concerning release of final payment on Contract No. 8611 awarded to L. W. Vail Co., Inc., for work on the Hermiston Highway-Umatilla/Stanfield Highway (Hermiston) Section of FAS 3570 (W. & E. Highland Avenue) in Umatilla County.

Final payment on this contract is $10,093.78 and the total contract amount is $202,839.64 including $964.13 for work performed under force account.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda

cc L. W. Vail Co., Inc.
1920 N. 4th Street
Pasco, WA 99301

U.S. Fidelity & Guaranty Co.
100 W. Harrison Plaza
Seattle, WA 98119

bc C. T. Keasey
Walt Hart
Wendell Schwartz

#8611 1-9-79

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-B570(1)

STATE PROJECT NO. See below

COUNTY NAME Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70340

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	11-22-78	Secondary B570	County Road

GENERAL LOCATION:

Hermiston Hwy. - Umatilla/Stanfield Hwy.

GENERAL DESCRIPTION OF WORK:

Rehabilitation and reconstruction of grade crossing.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~FORCE ACCOUNT~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 12-14-78 letter, you are authorized to proceed with the work covered by the Agreement with the Union Pacific Railroad Company, approved by the Highway Division on 11-22-78, at a total estimated cost of $11,031 - Federal Funds $9,464.

A signed copy of the agreement is returned herewith.

Swan 1-17

NOTED F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-9-79	G. K. Sweeney	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

UNION PACIFIC RAILROAD COMPANY

LAW DEPARTMENT

RANDALL B. KESTER
GENERAL SOLICITOR
L. JAMES BERGMANN
ASSISTANT GENERAL SOLICITOR
JOHN F. WEISSER, JR.
ALLARD J. HEITKEMPER
GENERAL ATTORNEYS
JEFF S. ASAY
ROY P. FARWELL
ASSISTANT GENERAL ATTORNEYS
CAROLYN L. LARSON
ATTORNEY

628 PITTOCK BLOCK
PORTLAND, OREGON 97205
(503) 249-2711

MAILING ADDRESS:
P. O. BOX 4285
PORTLAND, OREGON 97208

September 11, 1978

323-1-103

Mr. Carlos Van Elsberg
Director of Public Works
Umatilla County Road Office
Pendleton, Oregon 97801

276-2962

Mr. L. T. Harper
City Manager
City of Hermiston
295 East Main Street
Hermiston, Oregon 97838

Mr. Roger D. Trygstad
Railroad & Utility Engineer
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Re: Highland Avenue Grade Crossing
Hermiston, Oregon

Gentlemen:

Enclosed to Mr. Van Elsberg are triplicate original counterparts of an agreement among Oregon-Washington Railroad & Navigation Company and its lessee, Union Pacific Railroad Company; Umatilla County; and the City of Hermiston, covering rehabilitation and reconstruction of the grade crossing of Highland Avenue, including installation of automatic warning devices, at the Railroad's Umatilla Branch right of way and tracks, milepost 3.30, in Hermiston, Oregon.

Pursuant to Mr. Trygstad's request, we are enclosing to him a copy of the proposed agreement.

If the agreement is acceptable to the County, would Mr. Van Elsberg please have the agreement signed on behalf of the Board of County Commissioners, attaching a copy of the resolution authorizing execution thereof, and transmit the three signatory counterparts to Mr. Harper to arrange for execution on behalf of the City. Mr. Harper is also requested to furnish a resolution of the City Council, authorizing execution of the agreement on behalf of the City.

RECEIVED
SEP 13 1978
RR & UTILITY UNIT

After the agreement has been signed on behalf of the County and City, the three signatory counterparts should be returned to the undersigned to arrange for execution on behalf of the Railroad, following which a fully signed counterpart of the agreement will be returned to each of you.

If you have any questions in connection with this matter, please contact Mr. Robert S. Orr, Public Projects Engineers, Union Pacific Railroad Company, P. O. Box 8979, Portland, Oregon 97208 (telephone 249-2591), or the undersigned at the above address (249-2283).

Very truly yours,

RANDALL B. KESTER

By Nancy P. Riebe
(Mrs.) Nancy P. Riebe
General Contract Clerk

Enclosures

AGREEMENT covering rehabilitation and reconstruction of grade crossing of Highland Avenue, including installation of automatic signals, in Hermiston, Umatilla County, Oregon
PLD 323-1-103

Property Department
Deed No. 12017-1

WO No.

THIS AGREEMENT is made as of the _____ day of _____, 1978, by and among the OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY, an Oregon corporation, and its lessee, UNION PACIFIC RAILROAD COMPANY, a Utah corporation (hereinafter collectively called "Railroad"); UMATILLA COUNTY, a body politic and corporate of the State of Oregon (hereinafter referred to as "County"); and the CITY OF HERMISTON, a municipal corporation of the State of Oregon (hereinafter referred to as "City"); County and City hereinafter collectively referred to as "Second Party".

ARTICLE I. DESCRIPTION OF PROJECT.

(1) The County, with the aid of Federal funds, has undertaken as Second Party's "project", the rehabilitation and reconstruction of the public highway known as Highland Avenue at the Railroad's Umatilla Branch at milepost 3.30, in Sections 11 and 14, Township 4 North, Range 28 East of the Willamette Meridian, at Hermiston, in Umatilla County, Oregon. Upon completion of reconstruction, responsibility for maintenance of the Highland Avenue crossing shall be vested in the City.

(2) The City, without the aid of Federal funds, has undertaken as the City's project, in cooperation with the Railroad, the installation of automatic railroad-highway grade crossing warning devices at the crossing of Highland Avenue, as rehabilitated and reconstructed.

(3) As used herein, "highway" refers to that portion of the public highway approaching, upon, over and across, and at common grade with the Railroad's right of way and tracks (hereinafter sometimes referred to as the Railroad's "property"). The highway and the Railroad's property and facilities are depicted on print D-6174 dated March 15, 1978, attached hereto, marked Exhibit "A", and by this reference made a part hereof.

(4) The Oregon Public Utility Commissioner has authorized Second Party to proceed with Second Party's project in docket No. SXF-949.

(5) By agreement dated January 20, 1954, identified on the records of the Railroad as Property Department Deed

No. 12017, Audit No. 82064, the Railroad granted the City the right to widen and improve Highland Avenue in the southwest quarter of the southwest quarter of Section 11 and the northwest quarter of the northwest quarter of Section 14, Township 4 North, Range 28 East of the Willamette Meridian, in Umatilla County, Oregon, across the Railroad's right of way and tracks at milepost 3.30. It is agreed that as respects the reconstruction, maintenance and use of the highway, the terms and provisions of this agreement shall supersede said agreement dated January 20, 1954; and that the relative rights and responsibilities of the parties hereto with respect to said highway shall be governed exclusively by this agreement from and after the effective date of this agreement.

ARTICLE II. RIGHTS GRANTED.

(1) So far as the Railroad lawfully may do so, the Railroad grants the County the right to reconstruct, and the City the right to thereafter maintain, repair, renew and use, a 79-foot prefabricated planked crossing (hereinafter referred to as crossing) as a part of said highway upon, over and across, and at common grade with that portion of the Railroad's right of way and tracks at milepost 3.30, within the location shown colored green on Exhibit "A".

(2) All said rights are granted subject to the terms, provisions, conditions, restrictions, limitations, covenants, reservations and exceptions contained in this agreement, including, without limitation, those set forth in Exhibit "B" attached hereto and by this reference incorporated herein; and Second Party, in the exercise of said rights and in the conduct of Second Party's project, shall and will do, keep, observe and perform each and all of said terms, provisions, conditions, restrictions, limitations, covenants, reservations and exceptions.

ARTICLE III. CONSTRUCTION WORK TO BE PERFORMED BY THE RAILROAD.

Attached hereto, marked Exhibit "C", and by this reference incorporated herein, is an outline of work and estimate of cost of construction work to be performed by the Railroad subject to reimbursement by the County. Attached hereto, marked Exhibit "C-1", and by this reference incorporated herein, is an outline of work and estimate of cost of construction work to be performed by the Railroad subject to reimbursement by the City.

ARTICLE IV. INSTALLATION AND MAINTENANCE OF WARNING DEVICES.

(1) The Railroad shall furnish all superintendence, services, labor, material and equipment required to design and install the warning devices and to complete the appurtenant work to be performed by the Railroad as described in Exhibits "A", "B" and "C-1". Upon completion of installation, the Railroad shall thereafter operate and maintain the warning devices as required by law. However, in the event that any federal, state or other public funds are or become available to pay or reimburse the Railroad for all or a portion of the cost and expense of operation and maintenance of warning devices at grade crossings, the Railroad shall have the benefit and advantage of said funds for the operation and maintenance of the warning devices installed pursuant hereto. The City shall utilize the City's best efforts, in cooperation with the Railroad, to secure said funds. This agreement may be supplemented and amended as necessary for the operation and maintenance of said warning devices to qualify for such funds.

(2) The City, without expense to the Railroad, shall furnish all superintendence, labor, material and equipment to install and thereafter maintain advance warning signs, standard pavement markings, adequate street lighting at the crossing, and guardrails or barriers to protect the warning devices from highway traffic, all as provided in Section 2 of Exhibit "B". If required by the Oregon Public Utility Commissioner, whether in conjunction with the installation of the current project or in the future, The City, without expense to the Railroad, shall also furnish all superintendence, labor, material and equipment to install any supplemental facilities appurtenant to the City's facility, including, without limitation, any 120-volt traffic lights or interties with the warning devices described in Exhibits "A" and "C-1" and any flashing beacons on the City's advance warning signs.

(3) In the event one or more of the warning devices installed under this agreement are partially or wholly destroyed and its or their replacement value or cost of repair cannot be recovered from the person or persons responsible for such destruction, or if said warning devices cannot, through age, be maintained or require replacement by virtue of their obsolescence, the parties shall apply for and utilize to the maximum extent permissible, such federal, state or other public funds as may be designated and available for the purpose. Subject to any apportionment which may be prescribed by law, the balance of said cost of repair or replacement shall be borne by the City

in the same percentage as the percentage of cost of maintenance of said warning devices for which the Railroad is responsible at the time repair or replacement becomes necessary, and any remaining balance shall be borne by the Railroad. If the damage to said warning devices is caused by highway traffic, the City will cooperate with the Railroad in determining the location and identification of the parties responsible to the extent of making accident records available. If said warning devices are no longer required at said grade crossing and the Oregon Public Utility Commissioner has authorized the removal, the Railroad shall remove said warning devices at the Railroad's own cost and expense and shall be entitled to retain any salvageable material recovered.

(4) In the event that either railroad or highway improvement will necessitate a rearrangement or relocation or alteration of the existing warning devices at the crossing, and in the opinion of the Railroad the warning devices are not obsolete, the party whose improvement causes such changes shall bear the entire cost thereof without expense to the other party.

ARTICLE V. MAINTENANCE OF CROSSING SURFACE.

(1) The City, at the City's expense, shall maintain the highway, except the timber planking between the Railroad's tracks and for a distance of two feet outside the outer rails, which the Railroad shall maintain at the Railroad's own expense.

(2) If in the future the City elects to have the timber planking between the rails and for two feet on each side of the rails or between tracks if more than one railroad track then be installed across the crossing, replaced with paving or some other surfacing material, the Railroad, at the City's expense, shall replace and maintain such replacement surfacing, including, without limitation, such repair or replacement as is occasioned by repair or rehabilitation of the Railroad's tracks through the crossing area.

ARTICLE VI. EFFECTIVE DATE.

This agreement shall become effective as of the date first herein written, or as of the date on which work on the said project is commenced, whichever is earlier.

ARTICLE VII. SUCCESSORS AND ASSIGNS.

This agreement shall be binding upon and inure to the benefit of the parties hereto, their successors and assigns.

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed, in triplicate, as of the day and year first hereinabove written.

ATTEST:

_____
Assistant Secretary

OREGON-WASHINGTON RAILROAD
& NAVIGATION COMPANY
UNION PACIFIC RAILROAD COMPANY

By_____
General Manager

ATTEST:

_____
(title)_____

Pursuant to Resolution
passed _____
(Attach Copy)

UMATILLA COUNTY
by and through its
Board of County Commissioners

By_____
Chairman

By_____
Commissioner

By_____
Commissioner

ATTEST:

_____
(title)_____

Pursuant to Resolution
passed _____
(Attach Copy)

CITY OF HERMISTON

By_____
(title)_____

D-6174

UMATILLA - STANFIELD

SEC. 11

SEC. 10

HWY.

SHO

Bldg.

Bldg.

Driveway

Driveways

Install 79' Pref
Install Cant. Ty
Relay

Proposed Perm. Rights Area
100 lb.

To Irrigon

Tank

6' Chain Link Fence

6' Chain Link Fence w/ wood Slats

RR 362+33.4
H. Ave. 57+50.4

Toe of Slope

PROPOSED PAR

Wall

Hse.

Curb

Conc. Walk

Bldg.

2°00' Cv
Δ = 20°30'
Tan. = 518.07

5°00' Cv.
Δ = 99°54'
Tan. = 1363.66'

SEC. 11

SEC. 10

TΔ = 120°24'
T. Tan = 2667.25
T. Tan. = 2127.70'

SHO ING CENTER

PARKING

HERM
UMA
T. 4

way

19' Prefa Xing (27' Cant.)
Cant. Ty Sigs.
Relay Thru Xing
existing Xing Xing Signs

100'

RR R/W Line

OSED PARK

6' Chain Link fence

RR R/W Line

℄ UPRR UMATILLA
To Hinkle

5°00' Cv.
Δ = 99°54'
Tan. = 136.36'

S FIRST ST. SEC. 14
SEC. 15

916.2' To ℄ TRK

D-6174

HERMISTON, OREGON
UMATILLA COUNTY
T. 4 N., R. 28 E., W.M.

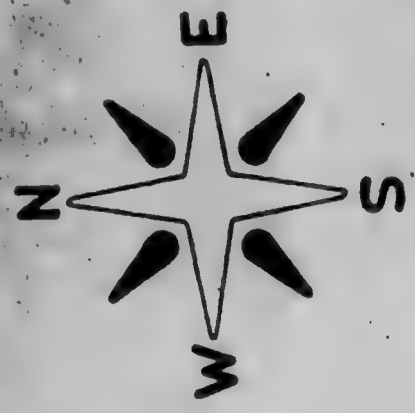


EXHIBIT "A"

OREGON-WASHINGTON RAILROAD & NAVIGATION CO.
UNION PACIFIC RAILROAD CO. (LESSEE)

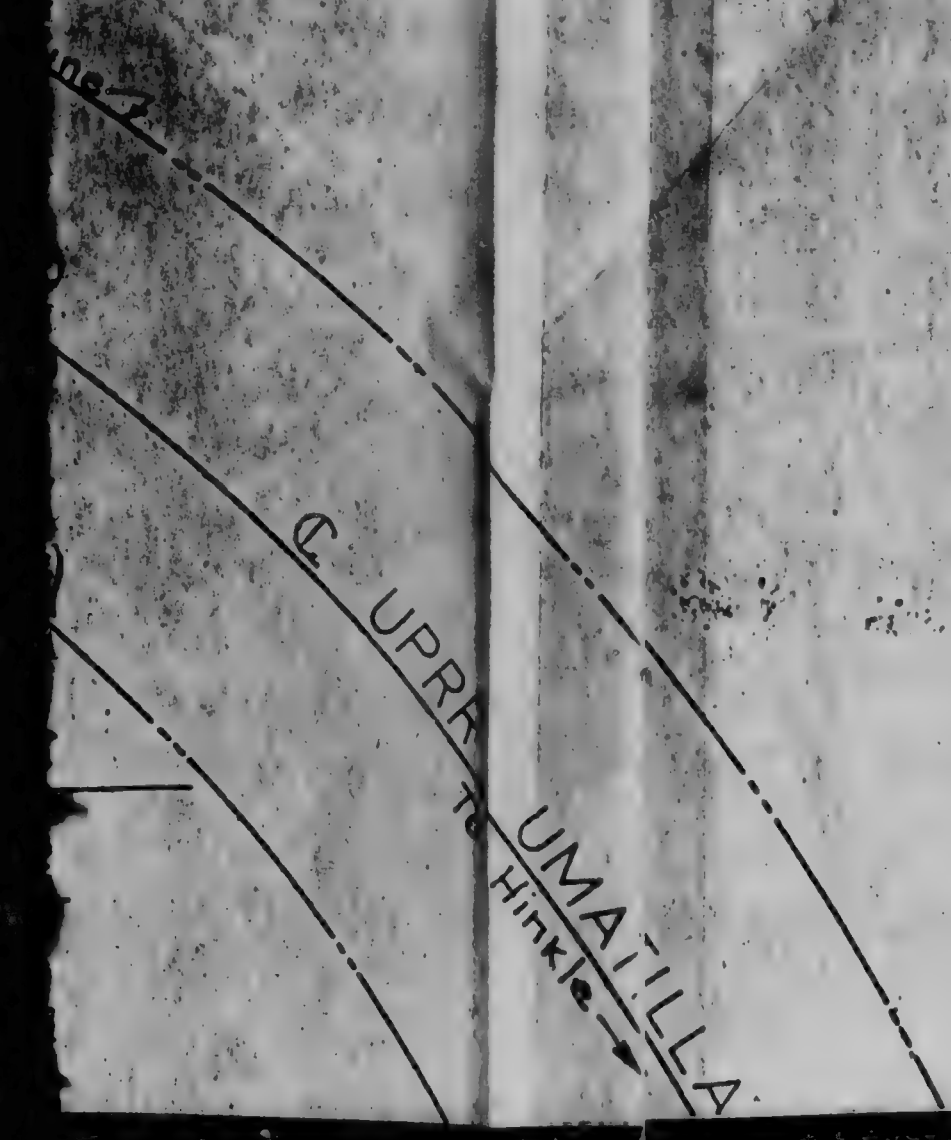
M. P. 3.37 Hermiston, Oregon - Umatilla Br.

To accompany agreement with the City of Hermiston and Umatilla County covering rehabilitation and signalization of Highland Avenue crossing. (DOT 808-133D, OPUC No. 20-003.30)

--- Legend ---

Permanent rights area shown --------- Green
Install crossing & crossing protection shown ---------- Yellow
Relay & rehabilitate trackage shown ---------- Dashed Red-Yellow
Remove existing crossing protection shown ---------- Dashed Black

Off. of Divn. Engr. Albina, Oregon
Scale: 1" = 100' March 15, 1978



Section 1. RESTRICTIONS AND LIMITATIONS OF RIGHTS GRANTED.

(a) The rights hereunder are granted only insofar as the Railroad lawfully may do so, and the Railroad makes no covenant or warranty of title, for quiet possession or against encumbrances. Said rights are limited to use of the Railroad's property identified in Exhibit "A" and no other property; and Second Party, by virtue of this grant, shall not encroach upon, occupy or use any other property of the Railroad, and shall not permit others acting under Second Party's authority to encroach upon, occupy or use any other property of the Railroad. Second Party's use of said property and its maintenance, repair and renewal of the highway facilities thereon, shall be subject at all times to the safety measures set forth in Section 5 of this agreement.

(b) The rights granted to Second Party are only for the purposes specified and no others. Second Party shall not use or permit use of said property or any part thereof for any other purpose. Without limiting the foregoing, Second Party shall not use or permit use of said property or any part thereof for railroad purposes, or for gas, oil or gasoline pipelines. Second Party may construct lines on said property for the purpose of conveying electric power or communications incidental to Second Party's use of the property for highway purposes, provided such lines are constructed in accordance with the specifications and requirements of the Railroad and in such manner as not adversely to affect communication or signal lines of the Railroad or the Railroad's licensees now or hereafter located upon said property. No nonparty shall be admitted by Second Party to use or occupy any part of the Railroad's property for any purpose, except as specifically provided for herein, without the Railroad's written consent. Nothing herein shall obligate the Railroad to give such consent, which, if granted, may be subject to such terms and conditions as the Railroad, in the Railroad's sole discretion, may deem to be necessary or convenient. If at any time said property of the Railroad, or any part thereof, shall permanently cease to be used for the purposes aforesaid or shall be used for purposes unauthorized hereby, then the rights hereby granted as to such property or parts thereof shall cease and terminate.

(c) If any property other than the property identified in Exhibit "A", or any rights other than granted herein are necessary for the construction, maintenance and use of the highway and its appurtenances, or for the performance of any work contemplated by this agreement, Second Party will acquire all such other property and rights at Second Party's own expense and without expense to the Railroad.

(d) The rights hereby granted are subject to any and all encumbrances and rights (whether public or private), irrespective of whether or not they are recorded, existing at the effective date of this agreement, and also to any and all extensions and renewals of said existing encumbrances and rights. Second Party shall not damage, destroy or interfere with the property or rights of nonparties in, upon or relating to the Railroad's said property, unless Second Party, at Second Party's own expense, settles with and obtains release from such nonparties on mutually satisfactory terms.

(e) The rights herein granted are subject and subordinate to the prior and continuing right and obligation of the Railroad, the Railroad's successors and assigns, to use all the Railroad's property identified in Exhibit "A" in the performance of the Railroad's duty as a common carrier and for all lawful railroad purposes. The Railroad reserves the right to use and to grant to other parties the right to use said property for any and all purposes not inconsistent with the rights hereby granted. Said purposes include, but not by way of limitation, the right to construct, reconstruct, maintain, operate, repair, alter, renew and replace existing and additional wire lines, pipelines, roads, tracks, facilities and appurtenances, located or to be located either wholly or partly within said property, in such manner, however, as not to damage the highway facilities located on said property; the right to attach signal, communication or power lines and facilities to any highway facilities located upon said property, subject, however,

to Second Party's policy on utility installations and approval by Second Party of detailed plans of the proposed attachment; and the right to use, occupy, cross and operate across said property and the highway facilities located thereon, with track equipment and off-track equipment.

(f) Second Party will assume, bear and pay all taxes and assessments of whatsoever kind or nature (whether general, local or special) levied or assessed upon or against the property Second Party is authorized to use pursuant hereto, excepting taxes levied upon and against said property as a component part of the Railroad's operating property as a whole.

(g) If the rights granted Second Party pursuant to this agreement are for construction or improvement of a crossing of the railroad and highway at common grade, and if at any time the Railroad shall elect or be required by competent public authority to raise or lower the grade of all or any part of the Railroad's property upon which said crossing is constructed, Second Party shall at once alter and change that portion of said crossing to be constructed and maintained by Second Party so as to conform to the change of grade required by the Railroad, and the provisions hereof shall thereafter apply to such crossing as so changed.

(h) If the rights granted Second Party pursuant to this agreement are for construction or improvement of a highway structure over the grade of the Railroad's right of way and tracks, no part of said grade separation structure to be constructed over the Railroad's property or right of way shall be affixed or connected at any point to the surface of the land, except as specifically provided herein or as authorized in writing by the Chief Engineer of the Railroad. Upon completion of construction work, Second Party shall furnish the Railroad two sets of prints of final approved drawings with "as constructed" information inserted thereon. Second Party shall make no alteration or modification of Second Party's grade separation structure which would decrease the vertical clearance below the substructure of said grade separation structure, unless Second Party has the Railroad's prior written consent to such change in clearance.

Section 2. CONSTRUCTION AND MAINTENANCE OF HIGHWAY AND APPURTENANCES.

(a) Second Party, at Second Party's own expense, will apply for and obtain all public authority required by law, ordinance, rule or regulation for the project contemplated by this agreement, and each and every part thereof, and will furnish the Railroad upon request with satisfactory evidence that such authority has been obtained. All construction work by Second Party shall be performed in accordance with the terms and conditions imposed by said public authority in granting its approval, and in accordance with this agreement.

(b) Except as may be otherwise specifically provided in this agreement, Second Party, at Second Party's own expense and without expense to the Railroad, will furnish all labor, material and equipment necessary for, and shall and will construct and complete said highway and all appurtenances thereof. Upon completion of the work, Second Party shall remove from the Railroad's property all temporary structures and falsework, and will leave said property in a condition satisfactory to the Railroad. Second Party, at Second Party's own expense, and without expense to the Railroad, at all times shall and will keep and maintain the highway and all appurtenances thereof in good condition and repair so as not to jeopardize, damage or interfere with the Railroad's property, facilities or operations. As used in this agreement, "appurtenances" shall include, without limitation, all embankment slopes between the highway and the Railroad's tracks, all necessary and proper drainage facilities, all necessary and proper advance warning signs, standard pavement markings for railroad crossings, and all necessary and proper guardrails or barriers between the highway and the Railroad's tracks and facilities, which guardrails or barriers shall be of suitable design and adequate to confine highway traffic, and to protect the Railroad's property and facilities and any highway-rail warning devices.

(c) The Railroad will receive no ascertainable benefit from the construction of the project, and, except as may be specifically provided herein, shall not be required to pay or contribute any part of the cost thereof. If said project is to be financed in whole or in part by Federal funds, all construction work by Second Party shall be performed in accordance with the applicable Federal Act, Federal regulations and with this agreement.

(d) All construction work of Second Party upon the Railroad's property (including, but not limited to, construction of the highway and all appurtenances and all related and incidental work) shall be performed and completed in a manner satisfactory to the Chief Engineer of the Railroad or his authorized representative and in accordance with detailed plans and specifications prepared by and at the expense of Second Party, and approved in writing by the Railroad's Chief Engineer. Said plans and specifications, and the work performed thereunder, shall be in accordance with the typical sections and notes pertaining to construction as set forth in Exhibit "A".

(e) All construction work of Second Party shall be performed diligently and completed within a reasonable time, and in any event within three (3) years from the effective date of this agreement, or within such further period of time as may be specified in writing by the Railroad's General Manager. No part of said work shall be suspended, discontinued or unduly delayed without the Railroad's written consent, and subject to such reasonable conditions as the Railroad may specify. It is understood that the Railroad's tracks at and in the vicinity of the work will be in constant or frequent use during progress of the work and that movement or stoppage of trains, engines or cars may cause delays in the work of Second Party. Second Party hereby assumes the risk of any and all such delays and agrees that no claims for damage on account of any delay shall be made against the Railroad.

(f) If the project includes construction of a structure over which trains are to be operated, or for which the Railroad has any responsibility for maintenance, Second Party shall furnish the Railroad permanent reproducible prints of all design and shop drawings as soon as possible after approval by the Chief Engineer of the Railroad or his authorized representative. Upon completion of construction, Second Party shall furnish the Railroad two sets of "as constructed" prints and, in addition, upon request of the Chief Engineer of the Railroad, "as constructed" permanent reproducible prints of all or any portion of the structure.

Section 3. INJURY AND DAMAGE. If Second Party, in the performance of any work contemplated by this agreement or by the failure to do or perform anything for which Second Party is responsible under the provisions of this agreement, shall injure, damage or destroy any property of the Railroad or of any other corporation, person or firm lawfully occupying or using the property of the Railroad, such damage shall be restored by Second Party at Second Party's own expense and or by the Railroad at the expense of Second Party.

Section 4. WORK TO BE DONE BY RAILROAD.

(a) The Railroad may make any and all changes, alterations or relocations, whether temporary or permanent, and may provide flagging and other protective services and devices, which in the Railroad's judgment may be or become necessary or expedient because of the project. Such work shall include, without limitation, the work identified or described in the agreement to which this exhibit is attached and in other exhibits to this agreement. Second Party will reimburse the Railroad for the entire cost and expense of performing all work in connection with the project pursuant to this agreement.

(b) In the event this agreement involves the installation or alteration of automatic grade crossing signal devices, and the Railroad is unable to install or alter said devices without delay of Second Party's project, the Railroad may contract for the installation of said devices by other than railroad forces. The Railroad shall notify Second Party of the contract price within ninety (90) days after it is awarded, and Second Party shall reimburse the Railroad for the amount of the contract.

(c) If Second Party shall fail, refuse or neglect to do, keep, observe and perform each and all of the terms, provisions, conditions and covenants of this agreement, the Railroad, in addition to any other rights and remedies the Railroad may have, may perform any work which in the judgment of the Railroad is necessary to place said highway and appurtenances in such condition as will not menace, endanger or interfere with the Railroad's facilities or operations or jeopardize the Railroad's employees; and Second Party will reimburse the Railroad for the expense thereof.

(d) Reimbursement for the use of railroad owned and operated equipment will be in accordance with Union Pacific Railroad Company's Billing and Contracts' Bulletin in effect on the date of use of such equipment. Rental rates for any item of equipment necessary to the job and not included in said Billing and Contracts' Bulletin will be established on an individual basis and agreed to by the parties. Bills for reimbursement shall be paid by Second Party promptly upon receipt thereof, in the manner and at the time provided therein. The Railroad will submit to Second Party bills for flagging and other protective services and devices currently during progress of the work contemplated by this agreement. The Railroad will submit complete billing for flagging and other protective services within one hundred and twenty (120) days after completion of the project, provided Second Party advises the Railroad of the commencement of the 120-day period by giving the Railroad written notification of completion of the project.

(e) Subject to the foregoing, if the project is financed with Federal funds, under the Federal-Aid Highway Act, reimbursement of the Railroad by Second Party shall be in accordance with the provisions of Volume 1, Chapter 4, Section 3, of the Federal-Aid Highway Program Manual (FHPM) issued April 25, 1975 by the United States Department of Transportation, Federal Highway Administration, and any amendments thereof or supplements thereto; provided, the use of said regulations as a guideline for reimbursement between the parties hereto shall not be deemed to require reimbursement of Second Party by the Federal Highway Administration as a condition precedent to Second Party's obligation. If Second Party desires to secure reimbursement from the Federal Highway Administration for all phases of the work performed by the Railroad, it is the responsibility of Second Party to ensure that interpretation of said regulations will permit Federal participation in the cost and expense of work which, pursuant hereto, is to be performed by the Railroad at the expense of Second Party.

Section 5. SAFETY MEASURES. All work of Second Party contemplated by this agreement, including any work of maintenance of the highway facilities or appurtenances constructed on the Railroad's property pursuant to the rights granted herein shall be performed and accomplished without interruption to or delay of operations of the Railroad or of others lawfully occupying or using their property or facilities, and without interruption to or delay of continuous railroad traffic. It is understood and recognized that safety and continuity of the Railroad's operations and communications are of the utmost importance; and in order that the same may be adequately safeguarded, protected and assured, and in order that accidents may be prevented and avoided, it is agreed with respect to all of said work of Second Party that:

(a) Second Party shall not do, suffer or permit anything which will or may obstruct, endanger, interfere with, hinder or delay maintenance or operation of the Railroad's tracks or facilities or any communication or signal lines, installations or any appurtenances thereof. Second Party shall shelter and protect the Railroad's said property as required by the Railroad.

(b) Second Party, at Second Party's own expense, shall adequately police and supervise all work to be performed by Second Party; shall regulate the conduct thereof in such manner that the prosecution thereof will not endanger, interfere with, hinder or delay operations of the Railroad or of others lawfully using or occupying the Railroad's property or facilities; and shall not inflict injury to persons or damage to property for the safety of whom or of which the Railroad or such others may be responsible, or to property of the Railroad or such others.

(c) If at any time Second Party's engineers and the Chief Engineer of the Railroad or their respective representatives shall be of the opinion that any work of Second Party is being or is about to be done or prosecuted without due regard and precaution for safety and security, Second Party shall cause such work to be suspended until suitable, adequate and proper protective measures are adopted and provided.

(d) Second Party shall not cause, suffer or permit material or debris to be deposited or cast upon, or to slide or fall upon any property or facilities of the Railroad in connection with or as a result of the project or any work contemplated by this agreement; and any such material and debris shall be promptly removed from the Railroad's property by Second Party at Second Party's own expense or by the Railroad at the expense of Second Party, and any damage caused thereby shall be promptly restored and repaired by Second Party at Second Party's own expense, or by the Railroad at the expense of Second Party. Second Party shall not cause, suffer or permit any snow to be plowed or cast upon the Railroad's property during the course of Second Party's operations of removing snow from Second Party's highway.

(e) Second Party shall not discharge any explosives on or in the vicinity of the Railroad's property (i) if, in the sole discretion of the Railroad's Chief Engineer, such discharge would be dangerous or would interfere with the Railroad's property or facilities; and (ii) unless adequate notice thereof is given to the Railroad. For the purposes hereof, the "vicinity of the Railroad's property" shall be deemed to be any place in such close proximity to the Railroad's property that the discharge of explosives could cause injury to the Railroad's employees or other persons on the Railroad's property, or cause damage to or interference with the facilities or operations on the Railroad's property. Unless the Railroad's Chief Engineer shall agree to a shorter notice with respect to a particular proposed discharge of explosives, "adequate notice" shall be deemed to require not less than forty-eight (48) hours' notice, exclusive of weekends and holidays. The Railroad reserves the right to impose such conditions, restrictions or limitations on the transportation, handling, storage, security and use of explosives as the Railroad, in the Railroad's sole discretion, may deem to be necessary, desirable or appropriate. In addition to any conditions, restrictions or limitations as may be specifically imposed:

(1) Any explosives loaded in holes or placed or otherwise readied for discharge on a day shall be discharged on the same day during daylight hours, and at such times and in such manner as will not endanger the Railroad's employees or property or interfere with the Railroad's operations.

(2) Second Party, at Second Party's own expense, shall take all measures and precautions and construct all temporary shelters necessary to guard and protect the Railroad's employees, property, facilities and operations against danger of damage, destruction or interference arising out of or connected with any blasting or any transportation, handling, storage, security or use of explosives on or in the vicinity of the Railroad's tracks, property or operations.

(3) Second Party shall require at all times that explosives be transported, handled, stored or otherwise secured and used in a manner satisfactory to the Railroad and in accordance with local, state and Federal laws, rules and regulations, including, without limitation, United States Department of Labor, Bureau of Labor Standards, Safety and Health Regulations for Construction, 29 CFR Part 1518, Subpart U—"Blasting and the Use of Explosives"; and Occupational Safety and Health Administration Occupational Safety and Health Standards, 29 CFR Part 1910, Subpart H—"Hazardous Materials".

(f) Second Party shall not place any combustible material upon or about the premises of the Railroad, nor erect any structure thereon (except as herein otherwise provided), nor cause or permit the view along the tracks of the Railroad to be obstructed, nor obstruct or interfere with the drainage ditches, drainage facilities or water facilities of the Railroad.

(g) If Second Party shall excavate from existing slopes adjacent to the tracks of the Railroad or create new slopes in the performance of any work contemplated hereby, Second Party shall so excavate from existing slopes and construct new slopes that the pitch of same shall not be excessive, nor create undue hazards of slides or falling rock, nor impair or endanger the clearance between said existing or new slopes and the tracks of the Railroad.

(h) Second Party, at Second Party's own expense, shall provide and maintain suitable facilities for draining the highway and its appurtenances, and shall not suffer or permit drainage water therefrom to flow or collect upon property of the Railroad. Second Party, at Second Party's own expense, shall provide adequate passageway for the waters of any streams, bodies of water and drainage facilities (either natural or artificial, and including water from the Railroad's culverts and drainage facilities), so that said waters may not because of any facilities or work of Second Party be impeded, obstructed, diverted or caused to back up, overflow or damage the property of the Railroad or any part thereof, or property of others.

(i) Before commencing any construction or other substantial work contemplated by this agreement, Second Party shall notify the Superintendent of the Railroad of the time when such work shall commence. Said notice shall be given not less than forty-eight (48) hours, exclusive of weekends and holidays, prior to the time work is to commence. Second Party shall cooperate with the Railroad in every reasonable way for the adequate protection of the Railroad's facilities and operations during progress of the work.

(j) Second Party shall not do or cause to be done in the performance of any work contemplated hereby, anything which will or may disturb the stability of any area so as to adversely affect the tracks or facilities of the Railroad.

(k) Second Party, at Second Party's own expense, shall and will install and maintain adequate shoring and cribbing for all excavation and/or trenching performed by Second Party in connection with construction, maintenance or other work of any kind contemplated by this agreement. Said shoring and cribbing shall be constructed and maintained with such materials and in such manner as to withstand all stresses likely to be encountered, including, but not by way of limitation, any stresses resulting from vibration caused by the Railroad's operations at or in the vicinity of such work; and such shoring and cribbing shall be installed and maintained in a manner satisfactory to the Chief Engineer of the Railroad or his authorized representative.

(l) The responsibility of Second Party for safe conduct and adequate policing and supervision of the project shall not be lessened or otherwise affected by the Railroad's approval of plans and specifications, or by the Railroad's collaboration in performance of any work, or by the presence at the worksite of the Railroad's representatives, or by compliance by Second Party with any requests or recommendations made by such representatives. If a representative of the Railroad is assigned to the project, Second Party will give due consideration to suggestions and recommendations made by such representative for the safety and protection of the Railroad's property and operations.

Section 6. INSURANCE.

(a) Before work is commenced on the project, and thereafter before commencement by any contractor for Second Party of any maintenance work on the highway in the vicinity of the Railroad's said trackage and facilities, Second Party, without expense to the Railroad, shall furnish and deliver to the Railroad, or shall require each of Second Party's contractors to furnish and deliver to the Railroad, a public liability and property damage insurance policy or policies in favor of the Railroad; and Second Party, without expense to the Railroad, at all times during progress of and until final completion of the project, and until completion of such maintenance work, shall keep and maintain, or cause Second Party's contractors to keep and maintain, such policy or policies in full force and effect. The Railroad, upon request of Second Party, may purchase any such policy for which Second Party is responsible pursuant hereto, and Second Party shall reimburse the Railroad for the full amount of the cost of such policy.

(b) Said public liability insurance shall provide for a maximum limit of not less than FIVE HUNDRED THOUSAND DOLLARS ($500,000) for all damages arising out of bodily injuries to or death of one person, and subject to that limit for each person, a total maximum limit of ONE MILLION DOLLARS ($1,000,000) for all damages arising out of bodily injuries to or death of more than one person in any one occurrence. Said property damage insurance shall provide for a maximum limit of not less than FIVE HUNDRED THOUSAND DOLLARS ($500,000) for all damages arising out of injury to or destruction of property in any one occurrence, and subject to that limit, a total (or aggregate) maximum limit of ONE MILLION DOLLARS ($1,000,000) for all damages arising out of injury to or destruction of property during the period of work.

(c) The terms "person" or "persons" as herein used shall include employees of the Railroad, as well as other persons, and the term "property" as herein used shall include, as well as other property, property owned by and property in the care, custody or control of the Railroad.

(d) Each such insurance policy shall be issued by a reliable insurer satisfactory to the Railroad and authorized to do business in the state in which the work is to be performed, and each such policy shall be in form and substance satisfactory to the Railroad. The original and one true and complete copy of said policy or policies shall be delivered to and remain in the possession of the Railroad.

(e) Each such policy or policies shall conform substantially with the Public Liability and Property Damage Policy provided in United States Department of Transportation, Federal Highway Administration directives as published in its Federal-Aid Highway Program Manual, Volume 6, Chapter 6, Section 2, Subsection 2. Each such policy or policies shall cover all work to be performed and all operations to be conducted under this agreement. The monetary limits of insurance furnished in connection with the future reconstruction or maintenance work on the highway in the vicinity of the Railroad's said trackage and facilities shall conform to the limits prescribed by the Railroad in connection with new public projects at the time the work of maintenance or reconstruction is performed.

(f) In addition to the above insurance, and before work is commenced on the project, Second Party, without expense to the Railroad, shall furnish and deliver to the Railroad, or shall require Second Party's contractor to furnish and deliver to the Railroad, a certificate certifying as to the contractor's regular property damage insurance with respect to said contractor's own operations and, in addition, with respect to operations performed for said contractor by subcontractors under this agreement, with limits of not less than FIVE HUNDRED THOUSAND DOLLARS ($500,000) arising out of injury to or destruction of property in any one occurrence, and subject to that limit per occurrence, a total, or aggregate, limit of not less than ONE MILLION DOLLARS ($1,000,000) for all damages arising out of injury to two or more persons in any one occurrence or destruction of property during the policy period. Each such certificate shall apply to all policies covering work to be performed and all operations to be conducted under this agreement, and shall be kept in full force and effect until completion of the project. Such certificate shall also contain a provision that the policy shall not be cancelled or changed without giving thirty (30) days' prior written notice to the Railroad.

Section 7. OTHER RAILROADS. All protective and indemnifying provisions of this agreement shall inure to the benefit of the Railroad and any other railroad company or companies at any time lawfully using the Railroad's property or facilities.

Section 8. WORK OF SECOND PARTY INCLUDES WORK BY CONTRACTORS. All references in this agreement to work of Second Party shall be deemed to include Second Party's contractors, subcontractors, officers, agents and employees, and others acting under their authority, and shall include such work, not only within the Railroad's property but also in the vicinity thereof but outside of the Railroad's property.

* * * *

Exhibit "C"

Material and Force Account Estimate

For The

County of Umatilla

Install 79 ft. prefab road crossing, relay and rehabilitate 117 TF through crossing, remove existing crossing and signs at Highland Ave., M.P. 3.37, Hermiston, Oregon.

Oregon Division - August 28, 1978
DOT No. 808-133-D
OPUC No. 20-003.30

JOB NO.	DESCRIPTION	LABOR	MATERIAL	TOTAL
001	Engineering	$ 200		
	Labor Additives	92		
		$ 292		$ 292
002	Crossing-Roadway			
	M.P. 3.37 - 79 ft.			
	DOT No. 808-133-D-Highland Ave.			
	Install prefab road crossing	$1,364	$ 2,533	
	Freight		12	
	Labor & Mat'l. Additives	627	380	
	Contingencies	136	253	
		$2,127	$ 3,178	$ 5,305
003	Relay & Rehabilitate Track			
	Through Crossing - 117 TF			
	Relay Rail 133# SH	$ 999	$ 2,430	
	Comp. Jts. 133#/100#(4)		420	
	Labor & Material Additives	460	428	
	Contingencies	100	285	
		$1,559	$ 3,563	$ 5,122
004	Remove Existing Crossing	$ 150		
	Remove Existing Signs	50		
	Labor Additives	92		
	Contingencies	90		
		$ 312		$ 312
	TOTAL	$4,290	$ 6,741	$11,031

Salvage Credit Allowed County

Rail 100# 234 LF @ .677	=	158
OTM 21 Cwt @ 1.50	=	32
		190

Exhibit "C-1"

Material and Force Account Estimate

For The

City of Hermiston

Install cantilever-type flashing light signal protection on Highland Ave., M.P. 3.37, Hermiston, Oregon.

Oregon Division - August 28, 1978

JOB NO.	DESCRIPTION	LABOR	MATERIAL	TOTAL	R.R. PORTION	OTHER
001	Crossing Protection					
	Engr.-Signal	$ 2,800				
	Install Protection	10,670	$26,771			
	Equipment Rental		2,060			
	Labor Additive	9,698				
	Contingencies	1,062	6,689			
		$24,230	$35,520	$59,750		
	TOTAL	$24,230	$35,520	$59,750		
	G.C.P.F. Portion 62.7615%	$15,207	$22,293			$37,500
	City Portion 17.2385%	4,177	6,123			10,300
	R.R. Portion 20%	4,846	7,104		$11,950	

The Grade Crossing Protection Fund will pay a maximum of $37,500 toward the cost of the signalization of the crossing $\frac{37,500}{59,750} = 62.7615\%$

Flagging or roadway watchman service performed for the City or City's contractor and recollectible from City will be reported on Form 1054, "Labor Report."

The above figures are estimates only and subject to fluctuation. In the event of an increase or decrease in the cost or amount of material and labor required, the City will be billed for actual construction costs at the current rates effective thereof.

Flagging or roadway watchman service performed for the County or County's contractor and recollectible from County will be reported on Form 1054, "Labor Report".

The above figures are estimates only and subject to fluctuation. In the event of an increase or decrease in the cost or amount of material and labor required, the County will be billed for actual construction costs at the current rates effective thereof.

8611

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

10-23-78

FEDERAL AID PROJECT NO. RS-B570(1)

STATE PROJECT NO. See Below

COUNTY NAME Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70340

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
12-20-76	10-9-78	Secondary B-570	County Road

GENERAL LOCATION:

Hermiston Hwy.-Umatilla Stanfield Hwy. (W & E Highland Ave.)

GENERAL DESCRIPTION OF WORK:

Permanent Signing

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~A[illegible]~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 10-9-78, as requested in Mr. Keasey's letter of 10-10-78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 5 is approved for TEC NTE $1,500 - Federal Funds $1,287.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-23-78	[signature]	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

ROBERT W. STRAUB
GOVERNOR

PUBLIC UTILITY COMMISSIONER OF OREGON

LABOR & INDUSTRIES BUILDING, SALEM OREGON 97310 PHONE (503) 378-6191

August 21, 1978

J. M. Krier, Superintendent
Union Pacific Railroad Company
PO Box 8979
Portland, OR 97208

Roger D. Trygstad
Railroad and Utility Engineer
Oregon State Highway Division
Transportation Building
Salem, OR 97310

Mr. L. T. Harper
City Manager
City Hall
Hermiston, OR 97838

Re: 20-003.30
SXF 949

Order No. 78-190 of March 20, 1978, (enclosed) authorized the alteration of railroad-highway grade Crossing No. 20-003.30, Highland Avenue, Hermiston, to include widening the roadway, increasing the travel lanes and upgrading the protective devices at the crossing to cantilevered flashing lights.

PUC staff personnel recently observed the Highland Avenue Crossing. The crossing has been widened as authorized. However, several provisions of the Order have not been met, i.e., . . . signalization at the crossing, striping of the travel way, sidewalks through the crossing, posting of ordered signing, etc.

The following questions are addressed to specific parties of the Order: WU 2

Oregon Highway Division:

(1) When will the roadway be striped for two lanes of travel in each direction and a left turn lane east of the grade crossing?

(2) When will the advanced warning pavement markings be installed in each travel lane?

(3) When will the "DO NOT STOP ON TRACK" sign be installed on the westerly approach to the crossing?

Union Pacific Railroad Company:

(1) When will the Commissioner's No. 2B cantilevered flashing light signals be installed and placed in operation at the crossing?

(2) When will the sidewalks be constructed through the crossing?

City of Hermiston:

(1) When will the "NO PARKING" zone on Highland Avenue be posted?

Your early response will be appreciated.

Donald A. Still
Transportation Specialist
Rail Rate and Service Division

kc/1000C

Enclosure (1)

cc (with enclosure): Public Works Director, Umatilla County

ORDER NO. 78-190
Crossing No. 20-003.30
DOT Crossing No. 808 133D

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 949

In the Matter of the application of)
UMATILLA COUNTY for the authority,)
pursuant to ORS 763.030, to alter)
the grade crossing of Highland) ORDER
Avenue and Union Pacific Railroad)
Company, Umatilla Branch, in)
Hermiston, Umatilla County, Oregon.)

The above-entitled matter was heard on March 7, 1978, at Hermiston, Oregon, before Richard Sabin, an Administrative Law Judge for the Commissioner. The following appearances were entered at the hearing:

For the Commissioner's Staff:

Don Seymour
Assistant Attorney General
Salem, Oregon

For Umatilla County:

Carlos Van Elsberg
Public Works Director
Pendleton, Oregon

For the City of Hermiston:
L. T. Harper
City Manager
Hermiston, Oregon

For the Union Pacific Railroad:

L. James Bergmann
Assistant General Solicitor
Portland, Oregon

On August 10, 1977, Umatilla County duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.030, to alter an existing railroad-highway grade crossing of Highland Avenue, a street under the jurisdiction of the applicant, the main track and right-of-way of the Oregon-Washington Railroad & Navigation Company and its lessee, Union Pacific Railroad Company, Umatilla Branch, in Hermiston, Umatilla County, Oregon.

Copies of the application, amendments and responses thereto, were duly served upon the Oregon-Washington Railroad & Navigation Company and its lessee, Union Pacific Railroad Company, City of Hermiston, Pacific Power & Light Company, Oregon Department of Transportation, Highway Division, Oregon Department of Land Conservation and Development and applicant.

Commissioner's staff, by letters dated August 24, September 14 and 15 and October 4, 1977, proposed several amendments to the application. Union Pacific Railroad Company, by letter dated October 26, 1977, proposed amendments. The City of Hermiston, by letter dated September 30, 1977, commented on the application and amendments. State Highway Division, by letters dated September 2, 22 and 30 and October 31, 1977, requested that the application be amended.

Applicant proposes to widen the existing 30 foot roadway, consisting of two travel lanes with two-way traffic to a width of 57 feet. The widened roadway to consist, at the crossing, of four travel lanes with two-way traffic (two lanes in each direction) and a center median. The configuration of the street, from north to south, will be as follows: 12 foot travel lane, 11 foot travel lane, 11 foot median, 11 foot travel lane and a 12 foot travel lane. Easterly of the crossing, the center median will give way to a left turn lane. The widened street will have curbs plus a 7 foot sidewalk on each side.

It is proposed that the existing crossing protection, consisting of standard crossbucks, be augmented with advance warning signs and Commissioner's No. 2B cantilevered flashing light signals. Advance warning pavement markings will be installed on each approach lane. To enhance visibility of the side mounted signals for each roadway approach to the crossing, the City of Hermiston will post and maintain a "NO PARKING" zone in advance of the crossing. To discourage eastbound vehicles from stopping on the track at the crossing while waiting to enter the intersection of Highland and the Umatilla-Stanfield Highway, a "DO NOT STOP ON TRACK" sign will be posted in conjunction with the westerly signal at the crossing.

Highland Avenue is an improved street from the westerly city limits of Hermiston to the Umatilla-Stanfield Highway, except for that portion lying between 1st Street and the Umatilla-Stanfield Highway, a distance of approximately 700 feet, which includes this crossing. This project will alleviate traffic congestion and facilitate left turn movements from Highland Avenue onto the Umatilla-Stanfield Highway.

Current average daily traffic on Highland Avenue at the crossing is estimated at 2,000 vehicles. Applicant estimates that this will increase to 6,950 vehicles per day within the next 5 years, partially due to a shopping center which is to be constructed in the vicinity.

At the present time, the railroad operates an average of one train per day over the crossing at a typical operating speed of 10 mph.

Since 1958 there has been one train-vehicle accident, involving a stalled vehicle, at this crossing. No casualties resulted from this accident.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS 763 are in issue and no hearing will be required.

The Commissioner finds that the signalization ordered herein is required by the public safety, convenience and general welfare and that it is appropriate to authorize the expenditure of funds from the State Grade Crossing Protection Account, as provided by ORS 763.270 and in the amount agreed upon by the parties. Based upon the application, files and field investigation of the Commissioner, it is found that the application should be granted upon the following terms and conditions. It is therefore

ORDERED that:

(1) The authority to alter the crossing as requested herein is hereby granted.

(2) Applicant shall:

(a) Bear the following costs:

Co - 7%
State 93%

1. Seven percent of the cost of reconstructing that portion of the crossing lying outside lines drawn 2 feet outside each rail;

Co 8%
State 92%

2. Eight percent of the cost incurred by Union Pacific Railroad Company in altering that portion of the crossing lying between lines drawn 2 feet outside each rail to a width of 71 feet;

Co 7%
State 93%

3. Seven percent of the cost of furnishing and installing advance warning signs, advance warning pavement markings and a "DO NOT STOP ON TRACK" sign;

4. The cost of the Commissioner's Standard No. 2B cantilevered flashing light signals not borne by the Union Pacific Railroad Company and the Grade Crossing Protection Account;

(b) Maintain that portion of the crossing lying outside lines drawn 2 feet outside each rail, maintain the "DO NOT STOP ON TRACK" sign, advance warning signs and advance warning pavement markings and bear all the cost thereof.

(3) Oregon Department of Transportation, Highway Division shall:

7% Co.
93% State

(a) Reconstruct the crossing to accommodate a curbed roadway section, 57 feet in width, except for that portion lying between lines drawn 2 feet outside each rail at the crossing, the street configuration from north to south to be a 7-foot sidewalk, a 12-foot travel lane, an 11-foot travel lane, an 11-foot median, an 11-foot travel lane, a 12-foot travel lane and a 7-foot sidewalk, and bear 93 percent of the cost thereof;

8% Co
92% Co.

(b) Bear 92 percent of the cost incurred by Union Pacific Railroad Company in altering that portion of the crossing lying between lines drawn 2 feet outside each rail to a width of 71 feet;

7% C.
93% State

(c) Furnish and install an advance warning sign on each approach to the crossing and advance warning pavement markings in each travel lane on each approach to the crossing, and bear 93 percent of the cost thereof;

(d) Furnish and install a "DO NOT STOP ON TRACK" sign on the westerly side of the track at the crossing, and bear 93 percent of the cost thereof; and

(e) Notify the Commissioner upon completion of its portion of the project.

(4) City of Hermiston shall:

(a) Establish, post and maintain a "NO PARKING" zone on each side of Highland Avenue between 1st Street and the Umatilla-Stanfield Highway and bear all the cost thereof; and

(b) Notify the Commissioner upon completion of its portion of the project.

(5) Union Pacific Railroad Company shall:

(a) Subject to reimbursement as provided herein, construct that portion of the crossing lying between lines drawn 2 feet outside each rail to accommodate a 71-foot crossing;

20% RR
75% or $37,500 P.U.C.
Remainder State + Co

(b) Subject to reimbursement as provided herein, furnish, install and maintain at the crossing two Commissioner's Standard No. 2B cantilevered flashing light signals to be activated by motion-sensing equipment, and bear 20 percent of the cost thereof;

(c) Maintain that portion of the crossing lying between lines drawn 2 feet outside each rail and maintain the automatic signalization ordered herein and bear all the cost thereof;

(d) Notify the Commissioner upon completion of its portion of the project.

20% PR
75% or $37,500 PUC
Remainder Stat & Co

(6) Pursuant to ORS 763.270, the Grade Crossing Protection Account of the State of Oregon shall bear 75 percent, or $37,500, whichever is less, of the cost of furnishing and installing the automatic signalization ordered in paragraph (5)(b) above.

(7) Upon completion of the work ordered in paragraph (5)(b) above, applicant, or the Union Pacific Railroad Company, whichever advances the share of the cost apportioned to the Grade Crossing Protection Account, shall present its claim for reimbursement for the Commissioner's approval. Before the completion of the work, applicant, or Union Pacific Railroad Company, may submit progress claims for reimbursement, not to exceed 80 percent of the apportionment, for the cost of labor, and other services provided to date of billing, and for the cost of materials stockpiled at the project site or specifically purchased and delivered for use on the project. The best estimate of the cost of the protection devices ordered herein is $56,200.

Made, entered and effective March 20, 1978.

CHARLES DAVIS
Public Utility Commissioner

PUBLIC UTILITY COMMISSIONER OF OREGON

bk

Form 81-734-1384 (9-77)

8611

Oregon Department of Transportation
HIGHWAY DIVISION

PROJECT INSPECTION REPORT

8-16-78

Intermediate ☐
Final ☒

Project Name				Contract No.
FAS B 570 (W & E Highland Ave.)				8611
Highway			County	Prefix No.
Hermiston Hwy.-Umatilla/Stanfield Hwy.			Umatilla	530-1047
Contract Time Elapsed 100 %	Contract Work Completed 100%	Contract Work Quality	Contract Work Progress	F.A. Project No.
		Satisfactory	Satisfactory	RS B570(1)
Inspection date		By		
Aug. 16, 1978		R. D. Hector		
In company with				
W. C. Ferguson, Resident Engineer				

REMARKS
(Scope of inspection, Findings, Recommendations, Instructions, etc.)

This was an overlay project of Highland Ave. in the City of Hermiston. Curbs, sidewalk, and drainage were also constructed. – FASC

The materials incorporated into the project were satisfactory to the intended purpose.

The overall workmanship in the project is generally satisfactory, except for some concrete finishing problems.

The striping is not done at this date.

Recommend that the project be accepted. ✓

(USE ADDITIONAL SHEETS AS REQUIRED)

FINAL INSPECTION CHECKLIST

N/A	Date opened to traffic or in operation
7-15-78	Date of Second Notification
7-24-78	Date Contractor's notice for semi-final inspection received
7-14-78	Date Contractor removed equipment, plant, etc.
8-25-78	Estimated submittal date of semi-final estimate
8-16-78	Recommended acceptance date of completed contract work

Original to: Construction Engineer
Copy to: Region Engineer
District Engineer
Resident Engineer
Project Mgt. (Final Only) ✓
FHWA (Final F.A. Only)
Project Engineer (If Applicable)

Signed _____

Title Region Construction Engineer

D.
✓ BP
Don H.

8611 FAS B570

FORM 6-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
P.O. Box 765, Hermiston, 97838

RECEIVED
AUG 8 1978
CONSTRUCTION BRANCH

Richards, Berg, Inlow, Widmer, Gobeuer, Church, Beckmond, Hopkins, Williams, Johnson, Glenn

DATE 4 August 1978

TO W.E. Schwartz, Region Engineer

FROM W.C. Ferguson, Resident Engineer

RE ☐ RCE ☐ RME ☐ ROE ☑ RFA ☐

AUG 7 1978
RECEIVED
REGION 5 OFFICE

SUBJECT Hermiston Hwy.-Umatilla/Stanfield Hwy.
FAS B570 (Highland Ave.)
Umatilla County
Contract 8611
Price Agreement No. 1

Partial pmt. #2

Herewith find three copies of Price Agreement No. 1 for the subject project which is being submitted for your approval.

The inlets for this project were designed to be Type CG-1 and were shown as such on the project plans. However, the contract bid item was listed as Type G-1.

This price agreement is to document that 9 of the inlets constructed were built as CG-1 inlets and will be paid on the original bid item, No. 24, at no increase in cost to the State.

1 Versteeg
3 Christensen
George
Olson
Terpin
2 Sullivan
Scott
Savage
Trout
Do Not File ☐
Return To
Bring Up / /
Action

RECEIVED
AUG 09 1978
ENGINEERING SECTION

W. C. Ferguson
Resident Engineer
by
R. R. Lewter, HE1

In and Circulate

cc.:file

8/7/78 cc: Keasey w/attach
Ferguson

Your approval is recommended. Perhaps our design people should be made aware of this. They may wish to cross check the summary sheet on future projects.

Region 5 Construction Engineer

Called Hector 8-15-78 and assured him that Cross Checking was done by Specs & Design, but occasionally we do miss an item. Doc.

8611

FORM 81-734-5001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Hermiston Highway-Umatilla-Stanfield Hwy.		WEEK ENDING: July 22, 1978
		SECTION PREFIX: 530-1047
HIGHWAY: FAS B570(W&E Highland Ave.)		COUNTY: Umatilla
NAME OF JOB: Hermiston Hwy.-Umatilla-Stanfield Hwy.	KIND OF WORK: Grade & Pave	
CONTRACTOR: L. W. Vail Co.	CONTRACT NUMBER: 8611	FEDERAL AID PROJECT NUMBER: RS-B570(1)
DATE OF CONTRACT: October 18, 1977	DATE WORK STARTED: March 20, 1978	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: 175 CWD	WORK DAYS USED: 168 CWD
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 96
PROJECT AUTHORIZATION: $285,974.60	ENGINEERING AUTHORIZATION: $22,676.40	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $263,298.20	ENGINEERING COST TO DATE: $29,280.20	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $263,298.20	PERCENT OF AUTHORIZATION: 129%	DATE PROJECT WAS COMPLETED: July 15, 1978
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %		

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.15	1.15			1.15
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.15	1.15			1.15
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,480 CY	3,800 Ton			6,600 Ton
TOTAL QUANTITIES CORRECTED TO DATE	2,250	2,390			5,543
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,250	2,390			5,543
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy-windy	0		
MONDAY	Fair	0		
TUESDAY	Fair-warm	0		
WEDNESDAY	Pt. fair-warm	0		
THURSDAY	Fair-Hot	0		
FRIDAY	Fair-Hot	0		
SATURDAY	Forecast-Hot	0		

RECEIVED
JUL 25 1978
CONSTRUCTION BRANCH

Kinsey, Richards, Jackmond, Berg, Hopkins, Inloes, Williams, Widmer, Johnson, Gebauer, Glenn, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

No activity on project. Contractor's contract work completed 7/15/78.

SIGNED J. R. Hagedorn LOCATION Hermiston

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

Form E-20 (Rev. 9-71)

8611

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Hermiston Hwy-Umatilla Stanfield Hwy

Highway FAS-C B570

County Umatilla

Date April 18,1978, 19.....

Authorization No. 2

Survey Prefix 530-1932
(Assigned by Salem office)

Description of termini, route, length, etc.:

Distance: 1.2 miles.

Purpose of survey: Prepare Plans, Spec's & Est. for const. project.

Estimate of cost:

Field	901	12,000	
Final Design	905	4,300	
Soils	910	1,000	
Utility	914	800	
Proj. Mgt.	920	150	
Specifications	921	850	RS-B570(1)
Planning	924	100	12/20/76

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 19,200
Previous authorization	14,500
Additional authorization requested	4,700
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

P.L. Carstensen
Costs & Records Spec. — Field Engineer

Recommended for Approval:

..... — Regional Engineer

Recommended for Approval:

/s/ Lloyd E. Wiegman — Location Engineer

Approved:

E.J. Hunter — Assistant State Highway Engineer
Tech. Serv. Mgr.

SP*23604-734

STATE OF OREGON

8611

INTEROFFICE MEMO

TO: Cecil Head, Manager
Commission Services

DATE: March 17, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Agreement
Umatilla-Stanfield Highway at Highland Avenue
Hermiston

An agreement, No. 6206, for payment of a traffic signal on the Umatilla-Stanfield Highway at the intersection of Highland Avenue in Hermiston was signed by the Portland Fixture Company and Fuhrman Development Company.

The attached letter sets forth the ownership progression of these companies.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

BET:ds
Attachment

cc: M. C. Holmes
W. R. Sullivan

PROJECT MANAGEMENT

PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐

MAR 17 1978

TAA Holmes File: PM FA LG OP

81-125-1387

MDI MERCURY DEVELOPMENT, Inc.

Development • Management

Phone (503) 223-2108 • 338 N.W. 5th Avenue • Portland, Oregon 97209

March 2, 1978

Mr. Walt Sullivan
Oregon State Highway Division
104 S. E. 12th
Pendleton, Oregon 97801

Re: Hermiston Plaza Shopping Center

Dear Walt:

As we discussed today, I am hereby confirming the progression of ownership between Portland Fixture Co., et al, and Clackamas Development Co. and Mercury Development, Inc.

Portland Fixture Co., et al, purchased the property in December of 1975. At that time they hired Mercury Development, Inc. to develop and lease the Hermiston Plaza Shopping Center.

In December of 1977 Clackamas Development Co. purchased the property from Portland Fixture Co., et al. At that same time Clackamas Development Co. agreed to assume all debts and responsibilities of Portland Fixture Co., et al, regarding the Hermiston Plaza Shopping Center. This also includes the responsibility for payment of signalization costs at Highland Avenue and Highway 395 and all costs relating to the improvement of the thirteen feet which Clackamas Development Co. has now dedicated to the Oregon State Highway Division.

I trust this will answer all your questions.

Very truly yours,

MERCURY DEVELOPMENT, INC.
Agents for Portland Fixture Co.,
et al, and Clackamas Development Co.

Gerald Zimel
Gerald Zimel

GZ:pd

Member, International Council of Shopping Centers

REALTOR®

8611

OREGON STATE HIGHWAY DIVISION

Form 81-734-1101

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
Umatilla County
Board of Commissioners
Courthouse
Pendleton, OR 97801

Attention of
Mr. Carlos Van Elsberg
Dir. of Public Works

Request No. (assigned by staff engineer or head of section) cc 1762

Date November 2, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit Construction $20,000.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained in the advance deposit	$ 4,000.00	
				$16,000.00
		To be transferred to State Highway funds for the Hermiston Hwy.-Umatilla/Stanfield Hwy. Section FAS B570		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
530-1047-297

Submitted by:
H. Reynoldson

Approved:
G. W. Wimer
Regional Engineer

Approved:
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section

8611

bc: w/att George Strawn - Upon receipt of County's check, notify Virgil Boyd at 378-6563, attach a copy of the notification of advance deposit No. AD-327 and submit to Finance Branch.

September 30, 1977

Umatilla County
Board of Commissioners
Courthouse
Pendleton, OR 97801

ATTN: Carlos Van Elsberg
Public Works Director

Gentlemen:

On September 29, 1977, a satisfactory bid was received from L. W. Vail Co., Inc., 1920 N. 4th, P.O. Box 847, Pasco, Washington, 99301, for the Hermiston Hwy.-Umatilla/Stanfield Hwy. (Hermiston) Section, FAS 8570.

The anticipated construction cost based on their bid is as follows:

Bid Items	$238,060.00
Railroad Protective Costs	3,500.00
Other Railroad Costs	4,000.00
Permanent Signing	1,500.00
Permanent Pavement Striping	1,500.00
Temporary Pavement Striping	1,000.00
Bikeway Striping	500.00
Temporary Erosion Control	1,000.00
Furnish Mail Box Posts	200.00
Adjust Utilities	
City of Hermiston Water & Sewer	700.00
4½% Contingencies	11,338.20
9% Engineering	22,676.40
ESTIMATED TOTAL COST	$285,974.60

County's Advance Deposit:
7% of $285,974.60 = $20,018.22 or say $20,000.00.

Please make your check in the amount of $20,000.00 payable to the Oregon State Highway Division and send it to Mr. George Strawn, Region 5 Federal Aid Engineer, 211 Adams Ave., P.O. Box 850, La Grande, Oregon, 97850 prior to October 21, 1977.

Very truly yours,

Robert H. Prange
Local Projects Manager

RHP:lml

cc: Mr. L. T. Harper
City Manager, Hermiston

8611

8

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

September 13, 1977

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
September 29 Bid Letting

TO: F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened on September 29 on the following projects:

1. Portland Ave at McKillican St/Hood St (West Linn)
   Oswego Highway
   Clackamas County

   Traffic signal installation.

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Nehalem St-Columbia River Highway (Clatskanie)
   3rd St SE & Truehaak St SE
   Columbia County

   Grading and paving.

   City streets, 20-25-foot roadway. Existing sidewalks preserved or 5-foot sidewalks to be constructed.

3. Bullards Beach State Park
   Coos County

   Sewage facilities.

   Same as No. 1.

4. "A" Canal Bridge (Klamath Falls)
   Washington Street
   Klamath County

   Grade, pave and structure.

   8-foot sidewalk/bikeway to be constructed on both sides.

5. N Unit, Lake Abert-Valley Falls
Lakeview-Burns Highway
Lake County

Grading and paving.

22-foot roadway with 2- to 3-foot shoulders

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "Footpaths and trails are not required to be established. . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

6. First Ave-Pacific Highway (Eugene)
Eugene-Springfield Highway, I-105
Lane County

Grading, paving, barriers and signing.

10-foot shoulders. Parallel facilities exist.

7. Columbia Blvd Interchange
Columbia Blvd U'xing
Multnomah County

Grading, paving and structures.

An 8-foot Class I bikeway on approaches and structure will be incorporated.

8. NE Broadway at NE 9th Avenue (Portland)
City Street
Multnomah County

Traffic signal installation.

Same as No. 1.

9. Portland Pavement Marking Project #3
City Streets
Multnomah County

Same as No. 1.

10. Hermiston Hwy-Umatilla/Stanfield Hwy (Hermiston)
Highland Avenue
Umatilla County

Grading and paving

4-foot Class III bikeways will be incorporated.

11. McKay Creek (Shaw) Bridge
FAS Route B579
Umatilla County

Structure

28-foot roadway on approaches and structure.

Same as No. 5.

12. Burnside Bridge (Portland)
City Street
Multnomah County

Deck surfacing

Same as No. 1.

13. Sunset Bay State Park
Coos County

Sewage facilities

Same as No. 1.

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

8611

9-7-77

8

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
RS-B570(1)

STATE PROJECT NO.
See below

COUNTY NAME
Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70340

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 16 '77
REFER TO
FOR
Init. | Inger | R/D | D/R | Sign | Ad. | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
9-7-77	9-7-77	Secondary B570	County Rd.

GENERAL LOCATION:

"Hermiston Hwy-Umatilla/Stanfield Hwy Section"

GENERAL DESCRIPTION OF WORK:

Grade and pave (Code 6201 miles 1.2)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. J. B. Boyd dated 8-24-77 that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-7-77	G. K. Hoosman	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8611

FAS B570

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 6, 1977

FILE:

Fred Eriksen

FROM: Fred Eriksen
Design Engineer Supervisor

TO: MEMO TO THE FILES

SUBJECT: Hermiston Highway-Umatilla/
Stanfield Highway (Hermiston) Sec.
FAS B570 (W. & E. Highland Ave.)
Umatilla County

We received a set of preliminary plans approved by the City of Hermiston, subject to noted revisions, the afternoon of Tuesday, August 30, 1977.

To make the September 22, 1977, contract letting we had the following two days to complete the plan, quantity and specification revisions. This limited time would not permit making all of revisions requested.

The specific revisions we did not make are as follows:

1. Use a City-design curb inlet. The position of the inlet relative to the City-design curb was not indicated, so we were unable to understand how the curb would be blocked out.

   I suggested to Mr. Hagedorn, the Resident Engineer, that we use our highway standard curb inlet (CG-1) and alter the City curb design to resemble our curb, in top width, face batter and exposure. This change allows the use of the standard design steel reinforcing over the curb opening. Mr. Hagedorn expressed confidence the City would agree to this suggestion.

2. Add a curb radius at the northwest corner of 11th Street and Highland Avenue. Technically this would extend the project limits which is awkward to change at this time. This curb can be added under construction.

3. Leave existing curb and walk undisturbed from Sta. 50+70 to 52+30 Left. The width from centerline to the existing curb is 22 feet, 2 feet less than the normal width. Since the 8 foot parking and 4 foot bikeway are minimum widths already, the 2 feet would have to be taken from the 12 foot travel lane. The striping for the travel lane and bikeway would have a 2 foot offset through this area. We are not in favor of this design change.

4. Move the beginning of the channelization taper to about Sta. 54+80. This would reduce the right of way width required on the right side and eliminate a right of way taking from one property. This revision would have required quite a bit of drafting time which we did not have. This change can readily be made by Mr. Hagedorn during the project's construction.

5. Increase the curb radius left of Sta. 60+00. Mr. Hagedorn indicated he would increase the curb radius on construction, if there is sufficient right-of-way.

FE:az
cc: W. E. Schwartz
G. W. Wimer
George Strawn
J. R. Hagedorn

1 Verstaag ✓
Olson
2 Chrysanthemum Doc
Scott
Swenson
Savage
Trout

RECEIVED
SEP 06 1977
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

Section Hermiston Hwy - Umatilla - Stanfield Hwy (Hermiston) Programming Estimate $ ~~368,000~~ 375,090

Highway FAS B570 (Highland Ave) Project Length 1.15 miles

County Umatilla Completion Time 175 cal w/days

Kind of Work Grading & Paving Aug-1,1978

Prefix 530-1932 FA Project No. RS-B570(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Contract Amount	316,778 50 ~~311,345 50~~ $ ~~310,738~~
	5500
	4000
	1500
	1300
	1000
	500
	1000
	200
	700
	$ 13,900
	330,678 50 ~~325,218 50~~ $ ~~324,628 50~~
Contingencies (4-1/2%)	14,880 53 ~~14,636 44~~ ~~14,603 28~~
Engineering (9 %)	29,761 07 ~~29,272 37~~ ~~29,206 57~~
SUBTOTAL	$
Credit for	
Estimated Net Authorization, Construction	$ ~~368,453 35~~ ~~369,159 05~~ 375,320 10

APPROVED

Road Design Engineer

APPROVED
Dennis Chrutchfield
FINAL DESIGN ENGR.

ROUTING SLIP Date: 8/31/77

DEPARTMENT OF TRANSPORTATION

Director	FHWA	Public Affairs
Chief of Operations	General Files	Public Transit
Asst. Dir.-Administration	General Services (DOT)	Radio
Asst. Dir.-Transportation Policy & Program Develop.	Information Systems (Lane Ave.)	Right of Way
Accounting (Highway)	Landscape	Safety & Health Services
Administrative Services	Library	Sign Shop
Chief Counsel	Location	State Highway Engineer
Commission Services	Mail Room	Structures
Computer Center (Lane Ave.)	Materials & Research	Technical Services Engineer
Construction	Motor Vehicles	Traffic Support Services
Data Processing (Transp.Bldg.)	Organization & Manpower Services	Transportation Policy & Program Development
Employee Development	Parks & Recreation	Travel Information
Engineering (Design)	Permits & Weighmaster	Utilities
Environmental	Personnel Operations	Metropolitan
Equipment Shops	Photocopy	Region Number 5
Finance (DOT)	Proj. Mgmt. & Operations Planning	District Number

ATTENTION: Geo. Strawn

FROM: Loc. Prog. Unit

Would you forward a copy to the city for their info. and reference

Form BI-731-0022 (7/77)

Section Hermiston Hwy - Umatilla - Stanfield Hwy (Hermiston) Program Estimate $ ~~360,000~~ 369,000

Highway FAS B570 (Highland Ave) Project Length 1.15 miles

County Umatilla Completion Time 175 cal w/days

Kind of Work Grading & Paving Aug-1,1978

Prefix 530-1932 FA Project No. FS-B570 (1)

ESTIMATED CONSTRUCTION AUTHORIZATION

$ ~~316,778.50~~ ~~311,316.50~~ ~~310,738~~

Estimated Contract Amount

Anticipated Additional Items:

Royalty Payment	
Building Permit Fees	
Slide Correction	
Railroad Protective Costs	3500
Other Railroad Costs	4000
Permanent Signing	1500
Permanent Pavement Striping	1500
Temporary Pavement Striping	1000
~~Remove Pavement~~ Bikeway Striping (~~Perm. & Temp.~~)	500
Temporary Erosion Control	1000
State Furnished	
Install Water Meter	
Furnish Water	
Laboratory Fees	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing	
Bikeway Signs	
Furnish Mail Box Posts	200
Adjust Utilities	
City of Hermiston Water & Sewer	700
Misc. Permit Fees	

$ 13,900

Contingencies (4-1/2%)	14,880.53 ~~14,636.28~~ ~~14,608.38~~
Engineering (9 %)	29,761.07 ~~29,272.57~~ ~~29,216.57~~
SUBTOTAL	$ 330,678.50 ~~325,216.50~~ $ ~~324,628.88~~
Credit for	
Estimated Net Authorization, Construction	$ ~~368,155.35~~ ~~369,157.05~~ 375,320.10

APPROVED

Road Design Engineer

APPROVED

FINAL DESIGN ENGR.

OREGON STATE HIGHWAY DIVISION

~~SUMMARY--BID SCHEDULE--COST ESTIM~~

Sheet 1 of

Date 8-11-77

Section Hermiston Hwy - Umatilla - Stanfield Hwy (Hermiston)

County Umatilla

Kind Of Work Grading And Paving

Length 1.15mi.

Name Galloway

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization 8%		Lump Sum	All		23,500
	Temporary Protection And Direction Of Traffic		Lump Sum	All		5160
	Temporary Signs		Sq. Ft.	400	6.50	2,600
	Temporary Barricades		Each	22	125	1,750
	Temporary Continuous Rail Traffic Barrier, Reflectorized		Lin. Ft.	100	6	600
	Temporary Plastic Safety Markers		Each	11	80	880
	Temporary Reflective Pavement Markers		Each	53	3.50	185.50
	Flagmen		Hour	800	18—	14,400
	ROADWORK					
	Clearing And Grubbing		Lump Sum	All	300—	300
	Removal Of Structures And Obstructions		Lump Sum	All	10,000—	10,000
	General Excavation		Cu. Yd	2,480	4.50	11,160
	Trench Excavation		Cu. Yd.	~~130~~ 150	15—	2,250
	Finishing Roadbed And Slopes		Lump Sum	All	1500—	1,500
	Watering		M. Gal	75	8—	600
	1"-0 Aggregate Base		Ton	3,800	5.50	20,900
	Class "B" or Class "C" Asphalt Concrete Mixture		Ton	6,600	13.50	89,100
	Asphalt Cement In Mixture		Ton	430	85—	36,550
	Asphalt In Tack Coat		Ton	6	200—	1,200

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2

Date 8-11-77

Section Hermiston Hwy - Umatilla/Stanfield Hwy (Hermiston)

County Umatilla

Kind Of Work Grading And Paving

Length

Name Galloway

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Concrete In Walls		Cu. Yd.	8	250—	2000
	Reinforcement In Walls		Lb.	240	0 70	168
	12-inch Sewer Pipe		Lin. Ft.	~~370~~ 400	12—	4800
	Extra For Pipe Under Pavement		Lin. Ft.	~~370~~ 400	10—	4000
	Concrete Manholes		Each	4 *	750—	3000
	Concrete Inlets, Type CG-1		Each	~~11~~ 13	478—	6175
	Concrete Walks		Sq. Yd.	2800	12—	33600
	Concrete Driveways		Sq. Yd.	~~715~~ 730	15—	10950
	Sidewalk Ramps		Each	30	200—	6000
	Concrete Curbs		Cu. Yd.	~~170~~ 175	120—	21000
	Adjusting Manholes		Each	17	150—	2550
	Capping Inlets		Each	2	150—	300
	Setting Mailbox Posts		Each	10	40—	400
						~~316778~~
						~~311378~~
						316778 50

8611

FORM 81-794-2030-X

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

August 25, 1977

FROM: George Strawn
Region Planning Coordinator

TO: L. E. George
Traffic Engineer

S A L E M

SUBJECT: Proposed Off-System Federal Aid Project
U.P.R.R. Crossing (Orchard Avenue) Signals
City of Hermiston
Crossing No. 20-003.60

Attached find a letter of approval from the City of Hermiston on the subject project.

I discussed this proposed project with the City Manager, Tom Harper, and the City wants the crossing wide enough to allow three lanes on Orchard Avenue. This would provide a left turn lane on Orchard Avenue at the intersection of Orchard Avenue and First Street.

Tom asked me what type of signals were planned; but with the information which was submitted to me, I could not answer him. To get a proper response from the local jurisdictions, we should know what has been planned, i.e., width, type of signals, etc. I assume we do know what we want done since an estimate of cost has been worked up.

If you need any additional data or information, please contact me.

GS/dm
Attachment

cc: Tom Harper, City Manager
J. E. Chidsey
Gerald Wimer
Harlin Gerlach

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ CP ☐
AUG 26 1977
TAA _____ File: PM FA
LG OP

.8611

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

August 25, 1977

FROM: George Strawn
Region Planning Coordinator

SUBJECT: Hermiston Hwy.-Umatilla/
Stanfield Hwy. (Hermiston)
Section
FAS B570 (W. & E. Highland)
Umatilla County

TO: Gerald Wimer
Project Development Engineer

SALEM

Attached find a copy of plans for the subject project which have been revised and approved by the City of Hermiston. All the revisions are shown in red and most concern storm drainage.

I have explained to the City Manager, Tom Harper, that these revisions could change the letting date to October 20. The City wants the letting date as soon as possible since the developer of the proposed shopping center adjacent to the project will begin the end of this month. This would allow better coordination of activities and the City's project completion would coincide with the completion of the shopping center. The shopping center has a planned opening date of March or April, 1978.

If we need any additional data on this project, please notify me.

GS/dm
Attachments

cc: Tom Harper, City Manager
Design Section
J. R. Hagedorn

Have T Erickson in Salem & Christensen's absence. Most items all ready incorporated based on Hagedorn's reviews. Balance will be received w/City Drawings & Hagedorn reviewed & approved by Erickson to route for sept letting. Hopefully resolved through memo. A Kemp

PROJECT MANAGEMENT

PME ☐	CCE ☐	OM ☐
LGE ☑	FAE ☐	OPE ☐

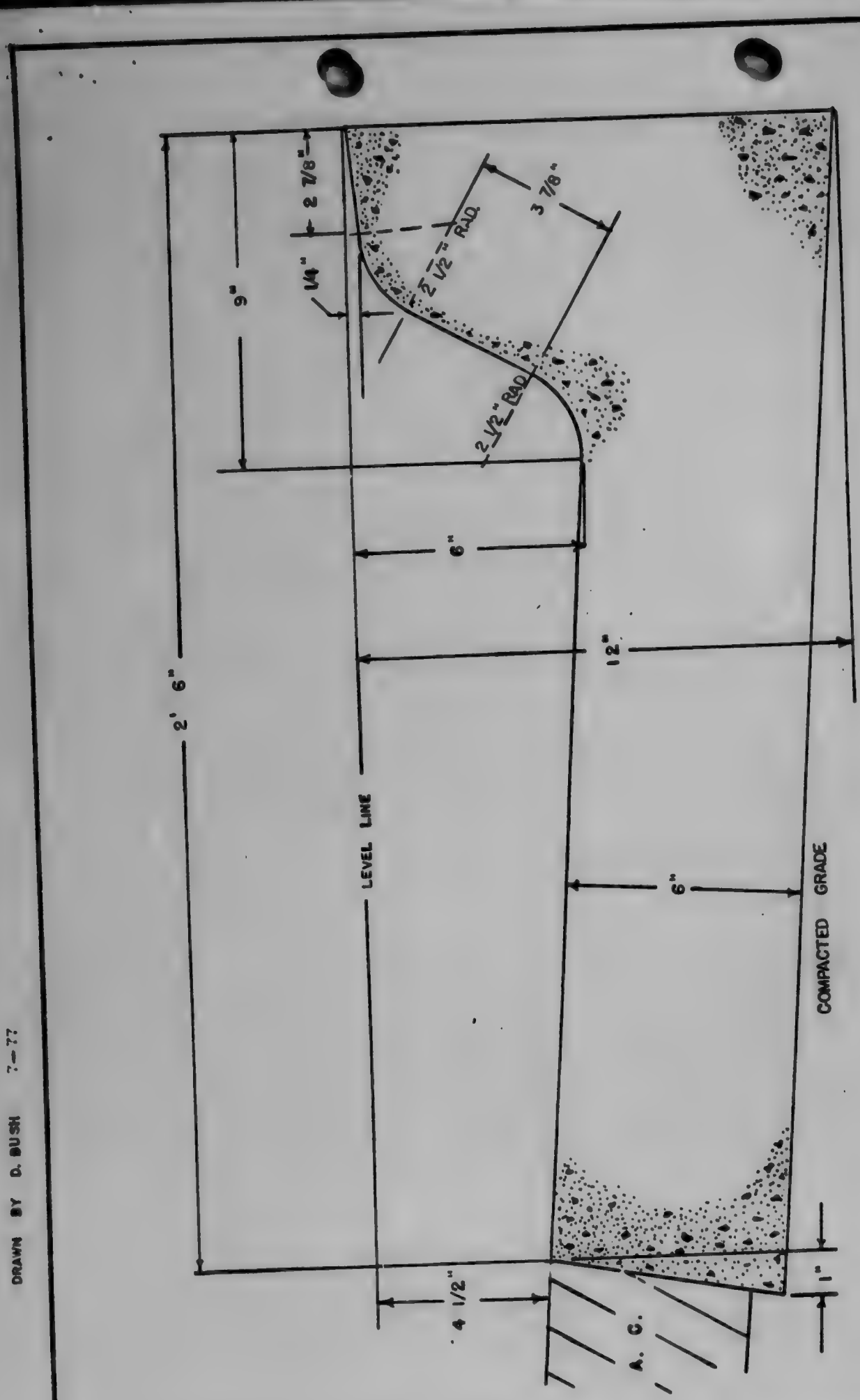
AUG 29 1977

File: PM FA LG OP

TAA

cc Hal Terstegg w/attached correspondence
Also signed set of plans

TYPICAL SECTION



DRAWN BY D. BUSH 7-77

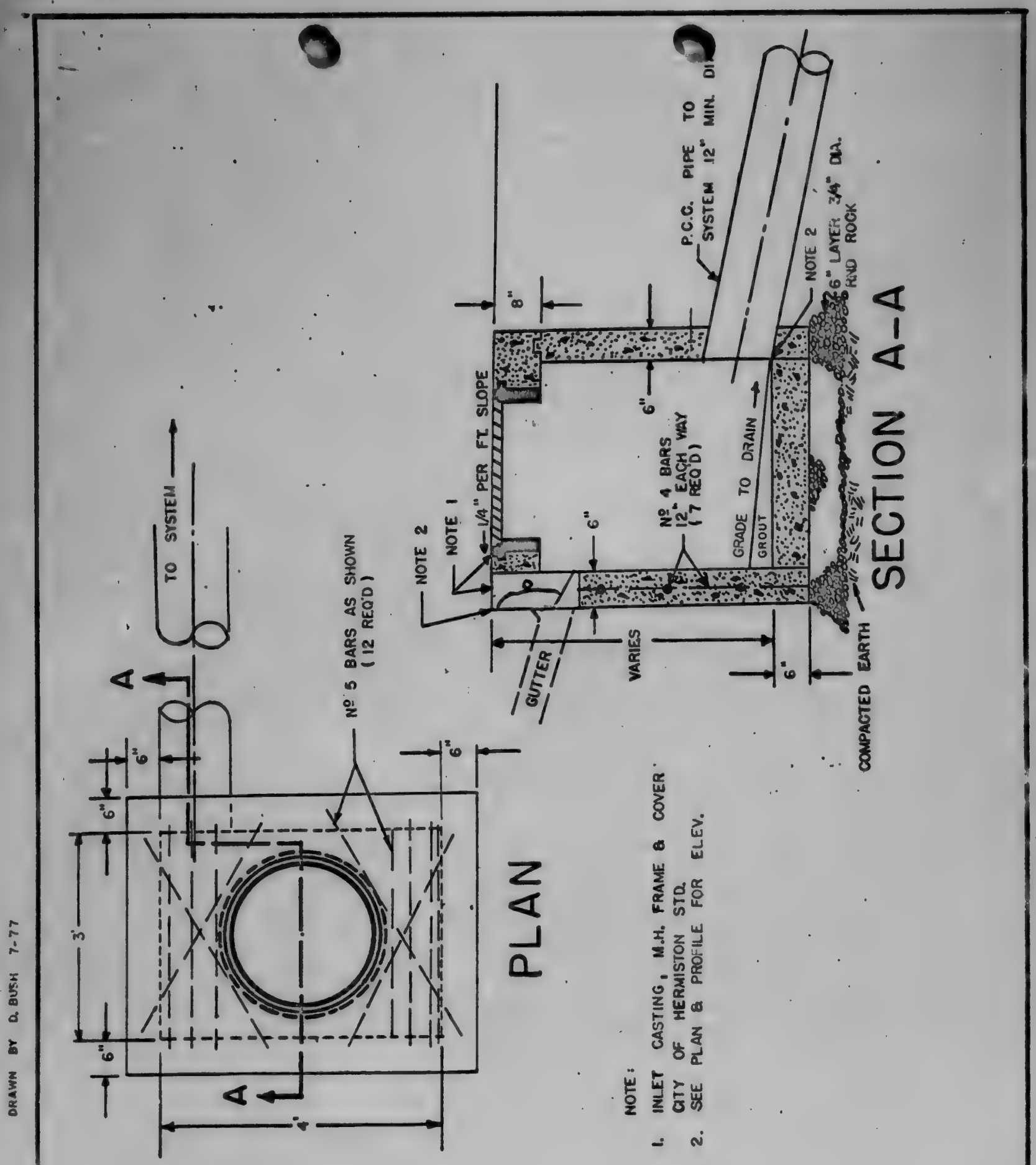
CITY OF HERMISTON

MONOLITHIC CURB AND GUTTER

STANDARD PLAN

2-01-1

APPROVED P. D. Napolitano, P.E. CITY ENGINEER 7/77 DATE



DRAWN BY D. BUSH 7-77

NOTE:

1. INLET CASTING, M.H. FRAME & COVER CITY OF HERMISTON STD.
2. SEE PLAN & PROFILE FOR ELEV.

CITY OF HERMISTON

CATCH BASIN Nº III

STANDARD PLAN

2-20-3

APPROVED R. D. Napoletano, P.E. 8/77

CITY ENGINEER DATE

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections
2A	Details
2B, 2B2	Stage Construction
2C, 2C2	Temp. Prot. & Direction Of Traffic — Not Included
3-7 Incl	Plan & Profile

STATE

PI

HERMISTON HW

(H

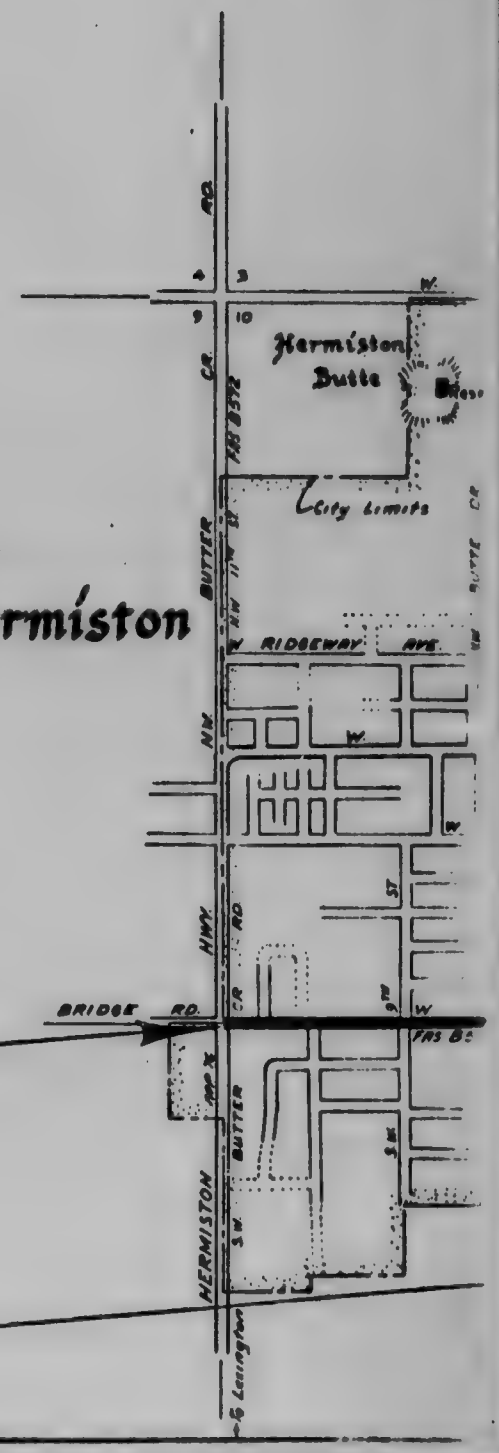
FAS

APPROVED
CITY OF HERMISTON

BY MAYOR L. F. Harper — for Mayor
City Manager

BY RECORDER Robert D. Nisley

DATE 8-19-77



Section Hermiston Hwy - Umatilla - Stanfield Hwy (Hermiston) Programming Estimate $ _____

Highway FAS 8570 (Highland Ave.) Project Length 1.15 miles

8611

County Umatilla Completion Time 175 cal w/Sept

Aug-1, 1978

Kind of Work Grading & Paving

Prefix 530-1932 FA Project No. FAS-8570 (1)

ROUTING SLIP DATE: 8/23/77

DEPARTMENT OF TRANSPORTATION

DIRECTOR	FINANCE (DOT)	PROGRAM MANAGEMENT
CHIEF OF OPERATIONS	GENERAL FILES	PUBLIC AFFAIRS
ASSISTANT DIR FOR ADMIN.	GENERAL SERVICES (DOT)	SAFETY
ASSISTANT DIR FOR PLANNING	INFORMATION SYSTEMS	TRANS. POLICY & RESEARCH
CHIEF COUNSEL	LABOR RELATIONS	MAIL ROOM
COMMISSION SERVICES	LIBRARY	MASS TRANSIT DIVISION
COUNTY-CITY RELATIONS	PERSONNEL OPERATIONS	MOTOR VEHICLES DIVISION
EMPLOYEE DEVELOPMENT	PHOTOCOPY	COMPUTER CENTER (MVD)

HIGHWAY DIVISION

STATE HIGHWAY ENGINEER	EQUIPMENT SHOPS	RESEARCH (HWY)
DEPUTY STATE HWY ENGINEER	FHWA	RIGHT OF WAY
ASSIST. STATE HWY ENGINEER	LANDSCAPE	ROAD DESIGN
METROPOLITAN ENGINEER	LOCATION	SIGN SHOP
ACCOUNTING (HIGHWAY)	MAINTENANCE	TRAFFIC ENGINEERING
BRIDGE DESIGN	MATERIALS	TRAVEL INFORMATION
CONSTRUCTION	PARKS AND RECREATION	UTILITIES ENGINEER
DATA PROCESSING	PERMITS & WEIGHMASTER	REGION NO. 3
ENVIRONMENTAL	RADIO	DISTRICT NO.

ATTENTION Geo. Strawn FROM: Loc. Prog 4.

COMMENTS:

FORM 81-734-3100 (REV. 9-76) SP*38892-734

TRUCTION AUTHORIZATION

act Amount $ 310,728 50

5500	
4000	
1500	
1500	
1000	
500	
1000	
200	
700	

$ 13,900

Misc. Permit Fees _____ . . . . . _____

_____ . . . . . _____

$ 324,628 50

Contingencies (4-1/2%) 14,608 28

Engineering (9 %) 29,216 57

SUBTOTAL $

Credit for _____ . . . . . _____

Estimated Net Authorization, Construction . . . . . $ 368,453 35

APPROVED

_____

Road Design Engineer

Section Hermiston Hwy - Umatilla: Stanfield Hwy/Hermiston) Programming Estimate $ _____

Highway FAS B570 (Highland Ave) Project Length 1.15 miles

County Umatilla Completion Time 175 cal w/days

Kind of Work Grading & Paving Aug-1,1978

Prefix 530-1932 FA Project No. FAS-B570(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 310,728 50

Anticipated Additional Items:

Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs	500	
Other Railroad Costs	4000	
Permanent Signing	1500	
Permanent Pavement Striping	1000	
Temporary Pavement Striping	1000	
~~Remove Pavement Striping (Exist. & Temp.)~~	500	
Temporary Erosion Control	1000	
State Furnished _____		
Install Water Meter		$ 13,900
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts	200	
Adjust Utilities _____		
City of Hermiston Water & Sewer	700	
_____		
_____		
Misc. Permit Fees _____		
_____		

	$ 324,628 50
Contingencies (4-1/2%)	14,608 28
Engineering (9 %)	29,216 57
SUBTOTAL	$
Credit for _____	
Estimated Net Authorization, Construction	$ 368,453 35

APPROVED

_____
Road Design Engineer

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of

Date 8-11-77

Section Hermiston Hwy - Umatilla - Stanfield Hwy (Hermiston)

County Umatilla

Kind Of Work Grading And Paving

Length 1.15 mi.

Name Galloway

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization 8%		Lump Sum	All		23,000
	Temporary Protection And Direction Of Traffic		Lump Sum	All		5160
	Temporary Signs		Sq. Ft.	400	6.50	2600
	Temporary Barricades		Each	22	125	2,750
	Temporary Continuous Rail Traffic Barrier, Reflectorized		Lin. Ft.	100	6	600
	Temporary Plastic Safety Markers		Each	11	80	880
	Temporary Reflective Pavement Markers		Each	53	3.50	185.5
	Flagmen		Hour	800	18—	14,400
	ROADWORK					
	Clearing And Grubbing		Lump Sum	All	300—	300
	Removal Of Structures And Obstructions		Lump Sum	All	10,000—	10,000
	General Excavation		Cu. Yd.	2,480	4.50	11,160
	Trench Excavation		Cu. Yd.	120	15—	1800
	Finishing Roadbed And Slopes		Lump Sum	All	1500—	1500
	Watering		M. Gal	75	8—	600
	1"-0 Aggregate Base		Ton	3800	5.50	20,900
	Class "B" or Class "C" Asphalt Concrete Mixture		Ton	6,600	13.50	89,100
	Asphalt Cement In Mixture		Ton	430	85—	36,550
	Asphalt In Tack Coat		Ton	6	200—	1200

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2

Date 8-11-77

Section Hermiston Hwy - Umatilla/Stanfield Hwy (Hermiston)

County Umatilla

Kind Of Work Grading And Paving

Length

Name Galloway

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Concrete In Walls		Cu. Yd.	8	250—	2,000
	Reinforcement In Walls		Lb.	240	0 70	168
	8-inch Sewer Pipe		Lin. Ft.	310	10—	3,100
	Extra For Pipe Under Pavement		Lin. Ft.	310	10—	3,100
	Concrete Manholes		Each	1	750—	750
	Concrete Inlets, Type G-1		Each	11	450—	4950
	Concrete Walks		Sq. Yd.	2,800	12—	33,600
	Concrete Driveways		Sq. Yd.	715	15—	10,725
	Sidewalk Ramps		Each	30	200—	6,000
	Concrete Curbs		Cu. Yd.	170	120—	20,400
	Adjusting Manholes		Each	17	150—	2,551
	Capping Inlets		Each	2	150—	300
	Setting Mailbox Posts		Each	10	40—	400
						310,728 5

8611

State Highway Building, Room 203
Salem, Oregon 97310

Hwy # 0580

Attention: County-City Unit 8-22-77

Subject: Federal Aid Project No. RS-B571 (1)
Project Name Hermiston Highway-Umatilla/Stanfield Highway Section
Highland Avenue FAS B570

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said act.

or ☒ a. There has been no displacement of persons from residences, farms or businesses.

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Hermiston, Oregon, this 22 day of August, 1977

City of Hermiston

CERTIFIED BY:

Verne A. Allen, Regional R/W Supervisor

Date: 8/23/77

J. F. Hogan - City Manager

Robert D. Mabry
City Recorder

Instructions: Complete A or B and C.
R/W File No.
Rev. 1/76

8611

Form 61-734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

July 29, 1977

FILE:

George Strawn

FROM: George Strawn
Regional Planning Coordinator

SUBJECT: Hermiston Hwy.-Umatilla/
Stanfield Hwy. Section
FAS B570, Highland Ave.
City of Hermiston
Umatilla County

TO: Verne A. Allen
Regional Right of Way Supervisor

L A G R A N D E

When the subject project application was submitted, it was felt no right of way would be required. However, now that our designers have worked up the plans they have found we need some construction easements. I have not had an opportunity to see the drawings, but I understand that Resident Engineer John Hagedorn has a copy.

The City Manager, Tom Harper, and the City Engineer, Pat Napolitano, will negotiate and draft the necessary documents for the City of Hermiston. Due to the Federal requirements for the acquisition of property for Federal Aid projects, it would be helpful if your office could monitor this process. I've attached two copies of the Right of Way and Utilities Certification which should be given to the City.

This project is on the Contract Letting Schedule for September 22, 1977. The right of way, easements or permit of entries must be acquired and all the necessary documents submitted at least five weeks prior to this date. Otherwise, the project will be set for a later letting.

GS/dm
Attachments

cc: Tom Harper
Patrick Napolitano
Carlos Van Elsberg
J. R. Hagedorn
Bob Prange ✓

Wimer

RECEIVED

8611

ROW 18-2

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

R. G. KLABOE
Administrator and State Highway Engineer

July 20, 1977

Union Pacific Railroad Co.
P.O. Box 8979
Portland OR 97208

ATTN: R. S. Orr
Public Projects Engr.

PUC Map
Crossing No. 20-003.30
Hermiston Hwy.-Umatilla/Stanfield Hwy. Section
Highland Ave. (Hermiston)
Umatilla County

Dear Sir:

Enclosed for your information and use are four copies of OSHD Drawing No. 1R-4-643, which is the PUC map and profile covering the alteration of the crossing of Highland Avenue and the Umatilla Branch of the Union Pacific Railroad Company in the town of Hermiston. This application is being sent to Umatilla County for their signature after which it will be presented to the Public Utility Commissioner for action.

It is anticipated that bids for this project will be received by the Oregon Transportation Commission on September 22, 1977. As noted on the PUC drawing, it is proposed that a permanent easement be issued by Union Pacific Railroad Company to Umatilla County covering the utilization of this crossing. As further information on this project develops, I will forward it to you for your information and use.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:db
Enclosure

bc: J. L. Sollis
J. B. Boyd
J. H. Versteeg
Don Harwell
W. E. Schwartz

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
JUL 20 1977
TAA _____ File: PM FA LG OP

37 6659

Form 61-734-3123

8611

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ROW 18-2

July 20, 1977
Salem, OR 97310

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: Mr. J. L. Sollis
Asst. Attorney General

B U I L D I N G

SUBJECT: PUC Application
Crossing No. 20-003.30
Hermiston Hwy.-Umatilla/Stanfield Hwy. Section
Highland Ave. (Hermiston)
Umatilla County

Attached is a copy of a PUC application covering the alteration of the existing grade crossing of Highland Avenue and the Umatilla Branch of the Union Pacific Railroad Company in the City of Hermiston, Umatilla County. This crossing alteration is part of the Hermiston Highway-Umatilla/Stanfield Highway Section of the Highland Avenue (Hermiston) project. It is anticipated that bids will be received by the Oregon Transportation Commission for this project on September 22, 1977.

Since Highland Avenue is under the authority of Umatilla County, the application should be sent to the Umatilla County Board of Commissioners for their signature before presenting it to the Public Utility Commissioner.

JEC:db
Attc. (PUC application & 15 copies drawing 1R-4-643)

cc: J. B. Boyd
J. H. Versteeg
W. E. Schwartz
Don Harwell

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
JUL 20 1977
TAA _____ File: PM FA LG OP

NOTED

8611

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: Hermiston Hwy.-Umatilla/Stanfield Hwy. (Hermiston) W. & E. Highland Ave.

Highway: F.A.S. B570

County: Umatilla

Prefix: 530-1932

Res. Engr. J. Hagedorn

Date June 27, 1977

Ten Year Traffic Coefficient 6.8

18 kip s.a. per day 24.8

R value 35+

Frost Penetration - - - -

CBE Total Requirement 15.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
4.0"	A.C.	8.0
8.0"	A.B.	8.0
12.0"		16.0"

NOTED
[illegible] OR C. HOLMES

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: Hermiston Hwy.-Umatilla/Stanfield Hwy. (Hermiston) W. & E. Highland Ave.
Highway: F.A.S. B570
County: Umatilla
Prefix: 530-1932
Res. Engr. J. Hagedorn

Date June 27, 1977
Ten Year Traffic Coefficient 6.8
18 kip s.a. per day 24.8
R value 35+
Frost Penetration - - - -
CBE Total Requirement 15.5" -

STRUCTURAL SECTION
*"EXISTING ROADWAY"

ACTUAL THICKNESS	COMPONENT	CREDIT
2.0"	A.C.O.L. with an extra allowance (2.0") for leveling.	

1.0"	Asphaltic Concrete Wearing Surface & Base	= 2.0" Aggregate Base
1.0"	Cement Treated Base	= 1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	= 1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	= 1.5" Aggregate Base
1.0"	Oil Mat	= 1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	= 1.0" Aggregate Base
1.0"	Aggregate Subbase	= 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City

*Overlay thickness determined by deflection measurements.

864 12-20-76

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RS-B570(1)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70340

COUNTY NAME: Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 5 '77
REFER TO
Rulien
FOR
Inv. | R/D | D/R | Sign | Alt | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
12-20-76	12-20-76	Secondary B570	County Road

GENERAL LOCATION:
"Hermiston Hwy.-Umatilla / Stanfield Hwy. Section"

NOTED
E. S. HUNTER

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC $14,500 - FF $12,440
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 12-13-76 letter, you are authorized to proceed with the work as shown above.

Also, as requested in Mr. Rulien's 12-13-76 letter, you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $240,000 - Federal funds $205,920 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-20-76	G. K. Hoover	DIvision Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-855

8611

8

PRO 6-2

December 13, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FINAL SIGNED BY
D. E. SWAN

FROM L. W. Rulien
Program Management Engineer

SUBJECT Program Data Submission
Item No. 70340
Project No. RS-B570(1)
Hermiston Hwy.-Umatilla/Stanfield Hwy.
Umatilla County

Attached is data for the subject project.

This project has been selected by local officials and the Oregon Transportation Commission in cooperation with each other as required by the Federal-aid Act.

We request the following:

(1) Authorization to proceed with all phases of the preliminary engineering as programed at an estimated total cost of $14,500 with an obligation of $12,440 in federal funds.

(2) Authorization to proceed with actions necessary to advance to completion, in accordance with the provisions of our approved Secondary Road Plan, the physical construction of the project at a total estimated cost of $24,000 with an obligation of $205,920 in federal funds.

DRH:re

Attachments

cc: W. E. Schwartz, Reg. 5
D. E. Swan
H. Renoldson

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO F. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

December 13, 1976

CARD 2

REPORT NUMBER (18) (20)

PROJECT LOCATION (65 typewriter spaces) 21 66

Co Rd, Jct ORE 207 to Jct US 395 (Hermiston)

ADT

PRESENT: 3900 / 390 DHV

FUTURE: 6300 (66) (70)

YEAR: 96 (71) (72)

REGION: 10

STATE NAME: Oregon

CARD 3

CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62

P.E., Grade & Pave

NATL. FOREST (63) (65)

FH ROUTE NO. (66) (69)

SUPV AGCY (68)

DA CLASSIF. (70)

DA AREA (71)

EMERG. YR. (72) (73)

PL. AUTH YR (74) (75)

PROJECT NUMBER

PREFIX LETTER (8) 14 28

RS-

NUMBER 7

B570

CARD 4

CLASS OF FEDERAL FUNDS

Rural Secondary

COUNTY NAME

Umatilla

NAME OF URBAN AREA 17-31

--

ROUTE NO. S

FEDERAL-AID (32)

B570

STATE (36) (37)

Co.Rd.

U.S.

CARD 5

LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43 46)	STEP (53)	TERMINI (Full description)	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42							
5				PE		"Hermiston Hwy.-Umatilla/Stanfield Hwy. Section"	1.2	14,500	12,440	2,060	
5				ROW							
5				CONST (CODE) 6201			1.2	240,000	205,920	17,040	17,040 (Co
						PROJECT TOTALS	1.2	254,500	218,360	19,100	17,040 (Co

ESTIMATED PROJECT COST BY PHASES

CARD 1

CODE 1

PREPARED BY: DRH

CARD 1 CODE 14

PROGRAM APPROVAL DATES (16) (22) (24) (25)

REMARKS

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

December 13, 1976

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Rd, Jct ORE 207 to Jct US 395 (Hermiston)	ADT	3900 390 DHV	6300	96	10	Oregon	41	075	70340

WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV. AGCY.	DA CLASIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
ave								RS-	B570	(1)		

	COUNTY NAME	CODE	PROGRAM STAGE
Rural Secondary	Umatilla	059	1 OR 2
--	ROUTE NO. S — FEDERAL-AID B570 — STATE Co.Rd. — U.S. --		

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E			1.2	14,500	12,440	2,060		
OW								
ONST (CODE) 6201		"Hermiston Hwy.-Umatilla/Stanfield Hwy. Section"	1.2	240,000	205,920	17,040	17,040 (Co)	ROW-60' min.; Access Control-none; Parking restrictions-none.
DRH		PROJECT TOTALS	1.2	254,500	218,360	19,100	17,040 (Co)	

PROVAL DATES

REMARKS

-OVER-

HERMISTON HWY.-UMATILLA/STANFIELD HWY. SECTION
PROJECT NO. RS-B570(1)

Existing Facility: Bituminous surfaced 2 lanes facility with intermittant curbs and sidewalks. Roadway surface widths varies from 53 1/2-feet to 20-feet.
See Railroad Crossing Data:

Adjacent Sections:
East end of project - - - Jct. with US 395
West end of project - - - Jct. with ORE 207

Project Data: Work under this project consists of the following:

1. Preliminary engineering all phases including preliminary engineering by utility and railroad forces.

2. Grade, drain, H-T pavement, curbs, sidewalk and incidental work common to this type of project to provide for two 12-foot travel lanes with parking. Adjustment of utilities as required.

Railroad Crossing Data

Crossing No.	20-003.30
Name of Railroad: (Umatilla Branch)	Union Pacific Railroad Co.
No. of Tracks:	one (siding)
No. of Trains:	one
No. of High-Speed Trains:	none
Existing Crossing Protection:	2 cross bucks
Proposed Crossing Protection:	Cross bucks & advance warning signs
Railroad Benifits:	none

System Action, Airports, Water Developments, Historical & Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on November 18, 1976.

IM 50-1-70 Requirements:
(a) State Clearinghouse - - Exempt under working agreement.

(b) District 12 Clearinghouse - - It is our contention that this is a quasi-clearinghouse for if it were fully operational or representative of its respective district or both that it would have a signed working agreement in effect. Furthermore, it is our opinion that A-95 review is not necessary as the work involved is such that it will not affect decisions or other public work activities of c clearinghouse agencies, or result in significa of land use or traffic flow patterns which wou in planning completed or underway.

FHPM 7-7-5 Requirements:

(a) Public Hearings - None required under Ore
(b) Location/Design - Not a factor in the dev project.

Control of Utilities: The State does not have legal authority to control the use of utilitie of this project. A state-County agreement is comply with paragraph 6d(1) of PPM 30.4-1.

NOTE: This project is in Congressional Distri

STON HWY.-UMATILLA/STANFIELD HWY. SECTION
PROJECT NO. RS-B570(1)

ity: Bituminous surfaced 2 lanes facility with inter-
and sidewalks. Roadway surface widths varies from
20-feet.
rossing Data:

ons:
oject - - - Jct. with US 395
oject - - - Jct. with ORE 207

Work under this project consists of the following:

ry engineering all phases including preliminary
ng by utility and railroad forces.

ain, H-T pavement, curbs, sidewalk and incidental
on to this type of project to provide for two 12-foot
nes with parking. Adjustment of utilities as required.

ing Data

	20-003.30
ad: (Umatilla Branch)	Union Pacific Railroad Co.
	one (siding)
	one
eed Trains:	none
ing Protection:	2 cross bucks
ing Protection:	Cross bucks & advance warning signs
its:	none

Airports, Water Developments, Historical & Recreational
nvolved.

uirements: Nonmajor action project concurred in by FHWA
, 1976.

uirements:
earinghouse - - Exempt under working agreement.

12 Clearinghouse - - It is our contention that this is a
earinghouse for if it were fully operational or representative
espective district or both that it would have a signed working
in effect. Furthermore, it is our opinion that A-95 review
ecessary as the work involved is such that it will not affect

decisions or other public work activities of concern to the clearinghouse agencies, or result in significant alternations of land use or traffic flow patterns which would require changes in planning completed or underway.

FHPM 7-7-5 Requirements:

(a) Public Hearings - None required under Oregon Action Plan.
(b) Location/Design - Not a factor in the development of this project.

Control of Utilities: The State does not have, at this time, the legal authority to control the use of utilities on the right-of-way of this project. A state-County agreement is being prepared to comply with paragraph 6d(7) of PPM 30.4-1.

NOTE: This project is in Congressional District No. 2.

GR JN

fas B-570
Umatilla Co

Form E-20 (Rev. 8-71) 8611

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Hermiston Hwy.-Umatilla/Stanfield Hwy. Date December 6, 1976

Highway West Highland Ave. FAS B570 Authorization No. 1

County Umatilla Survey Prefix 530-1982 (Assigned by Salem office)

Description of termini, route, length, etc.:

From Hermiston Highway to Umatilla/Stanfield Highway, approximately 1.2 miles.

RECEIVED
JAN 6 1977
COUNTY
CITY
UNIT

Hopkins
Harwell
Holmes
Prange
Unrein

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

Purpose of survey:

To prepare plans, specifications, and estimate of cost.

RS-B570(1)

Estimate of cost:

Field	901	10,000
Plans	905	1,500
Soils	910	2,000
Traffic	911	300
Utility	914	200
Specifications	921	500

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $14,500

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . . .

Requests made by: L. C. Long
Regional Federal Aid Engineer

Recommended for Approval: Dale Wallen
Regional Engineer

Recommended for Approval: Frank E. Pepin
Location Engineer

Approved: Deputy E. S. Hunter
State Highway Engineer

SP*23604-734

12-20-76
FAS-C

FASC

8611

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: December 1, 1976

FROM: L. W. Rutten
Program Management Engineer

SUBJECT: PROJECT ASSESSMENT
Hermiston Hwy.-Umatilla/Stanfield Hwy.
West Highland Avenue
FAS-B670
Umatilla County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (2)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
B. L. Gifford
Region 5: W. E. Schwartz
District 12: H. W. Oswald
Region 5 Geologist: Vernal Moore

APPROVED
EAH
DEPUTY STATE HIGHWAY ENGINEER
Date 12-1-76

Versteeg
Olson
Scott
Swenson

RECEIVED
DEC 06 1976
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

81-189-1367

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: November 18, 1976

In reply refer to: 1041A.5

SUBJECT: Project Assessment
FAS B 570
West Highland Ave.
Hermiston Hwy.-Umatilla/Stanfield Hwy.
Umatilla County

FROM : G. L.Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's 11-5-76 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
" (Laux)
" (Region 5,J. Kennedy)

RECEIVED
STATE HWY ENGR
NOV 26 '76
REFER TO
Rulien
FOR
Info | Invest | R/D | D/R | Sign | Act | File

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

CATEGORY 3 PROJECT
Non Mad
RS-B570(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

HERMISTON HWY — UMATILLA/STANFIELD HWY Date November 1, 1976

Section West Highland Avenue Unit (if appl)

County Umatilla City Hermiston

Highway ~~Hwy. 332~~ FAS B-570 State Hwy. No.

Termini: M.P.(if appl) Route 207 to Route 395 Length 6,000'

Region 5 Construction Estimate $240,000
Program Amount

B. Purpose of Project:

To upgrade a major collector route by reconstructing approximately 6,000' of alignment. The proposal entails widening the existing street and constructing curbs and sidewalks where conflicts of grade occur. The westerly two blocks are currently substandard in width with no curbs or sidewalks; the rest of the project area has intermittant curbs and sidewalks.

C. Origin & History of Project:

The City of Hermiston and the Umatilla County Board of Commissioners have identified the reconstruction of Highland Avenue as a top priority project. The present condition of the street impedes traffic flow and is hazardous to both vehicles and pedestrians.

D. General Description of Project:

One half of the project could be brought to standards with an asphalt overlay. The remaining half would require reconstruction. The street would be widened to either 44' or 53½', and the street would remain two lanes.

Alignment: New _____ Existing X Combined _____

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. ____; Parking No

Proposed: No. Lanes 2 ; Med. No ; Shldrs. ____; Parking Yes

Traffic: Existing Facility: Existing ADT 4,300 ; Projected ADT _____; Yr. ____

Existing Level of Service _____

Proposed Facility: Projected ADT _____; Yr. _____

Projected Level of Service _____

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels_____

Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any:

Crushed rock, asphaltic cement and PCC curbs/sidewalks, materials to be obtained from commercial sources.

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any:

None

Local City, County or COG priorities of project:

City of Hermiston and Umatilla County Board of Commissioners have identified the reconstruction of Highland Avenue as a top priority project.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

Widen to 44' at the curbs; or widen to 53½' at the curbs. The city and county favor the latter because most curblines in the area are at 53½'. With either alternative, the project will provide uniform width, provide proper roadbed strength and establish adequate drainage facilities on an existing street.

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The project is a portion of a county road which lies within the city limits of Hermiston. The traffic is primarily residential, however, heavier through traffic is a factor. The entire project lies in an urban-residential setting. The land falls gently to the north and all types of ornamental shrubs and deciduous trees are found. Soil characteristics vary from sandy loam to sandy gravels. Drainage features should present no problems as they should be adaptable to existing drainage systems of the city.

2. Cultural:

The residential area in which the project is located is affected by vehicular traffic. Hermiston High School is adjacent to this street and provides additional traffic. Air and noise quality will be affected during construction, but no lasting effect should be encountered. The two lanes of traffic will be located in the same place relative to the centerline as the existing facility. The route serves as a major collector route for local traffic only.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None

2. Estimated Impact on Traffic Patterns:

Improved traffic flow, but no change in patterns.

Consequences--Air Quality, Noise, Safety, etc.:

Fewer hazards to traffic and pedestrians.

3. Estimated Impact on Land Use:

None

Consequences:

4. Expected Impact on Natural Ecological Resources:

Minimal

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

None

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Yes

b. Noise Standards The project determined to be unrelated to traffic noise increase; hence, no noise study report as per FHPM 7-7-3 will be required.

c. Water Quality Standards

Yes

d. Area Land Use and Transportation Plans, and Zoning

Yes

C. Recommended Type of Action and Documentation:

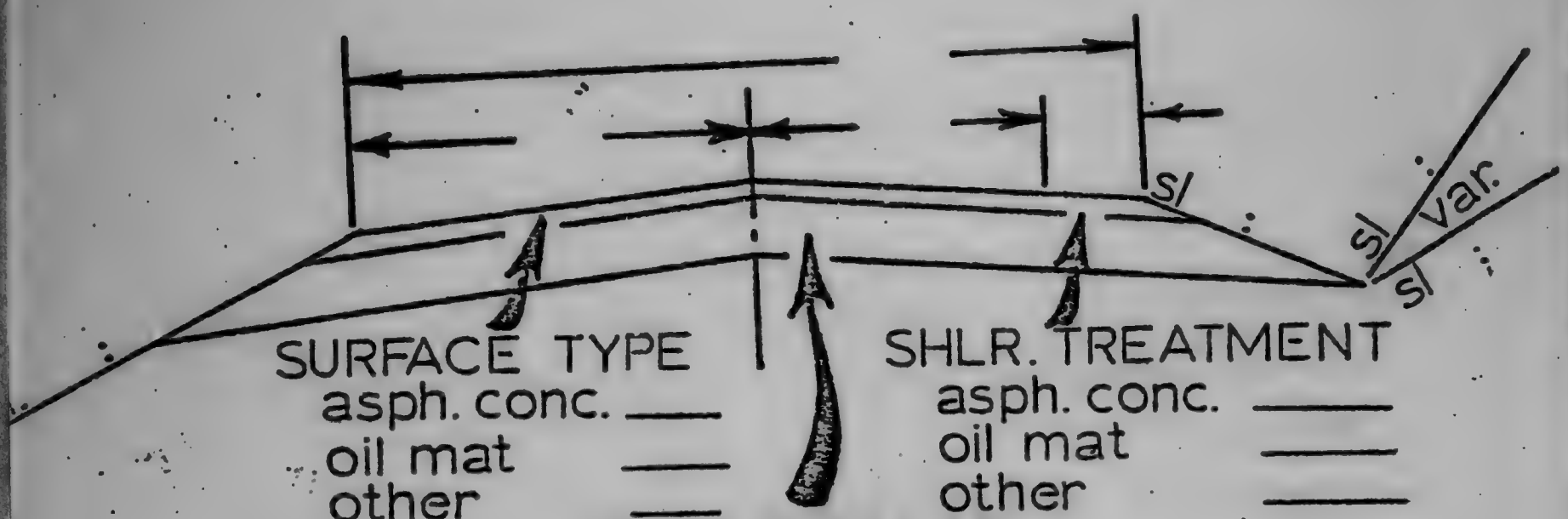
----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4

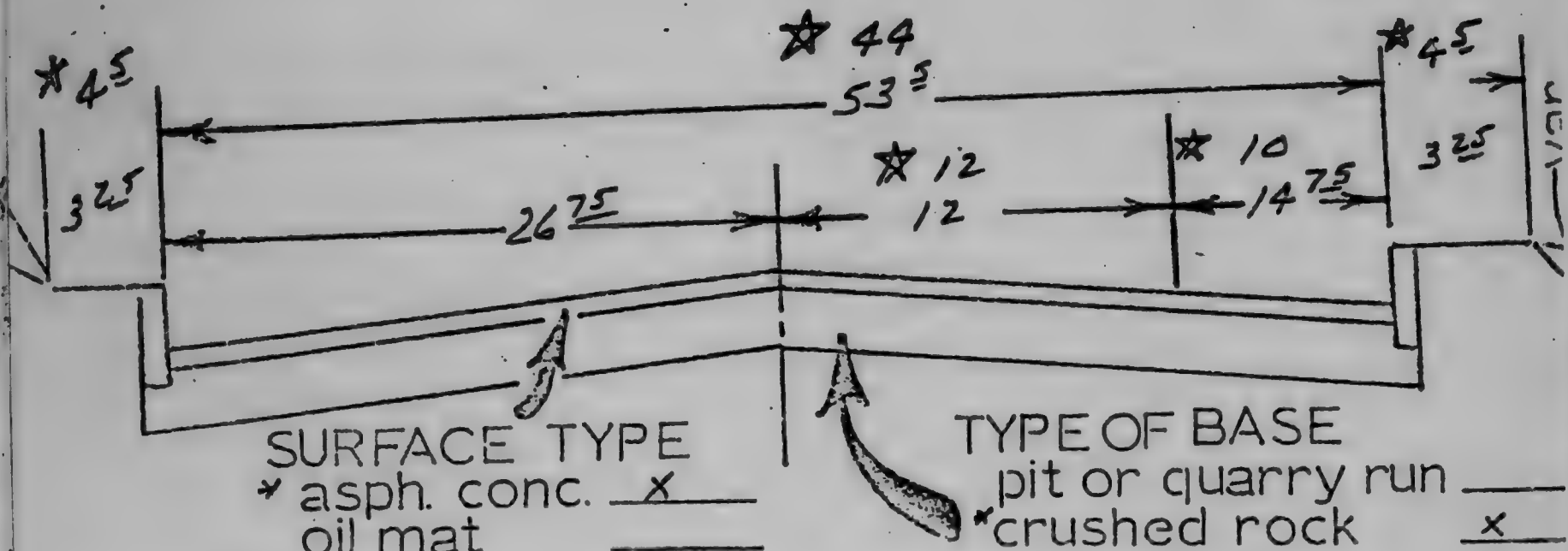
TYPICAL SECTION



SURFACE TYPE
asph. conc. ____
oil mat ____
other ____

SHLR. TREATMENT
asph. conc. ____
oil mat ____
other ____

TYPE OF BASE
pit or quarry run ____
crushed rock ____
asph. or cem treat. ____

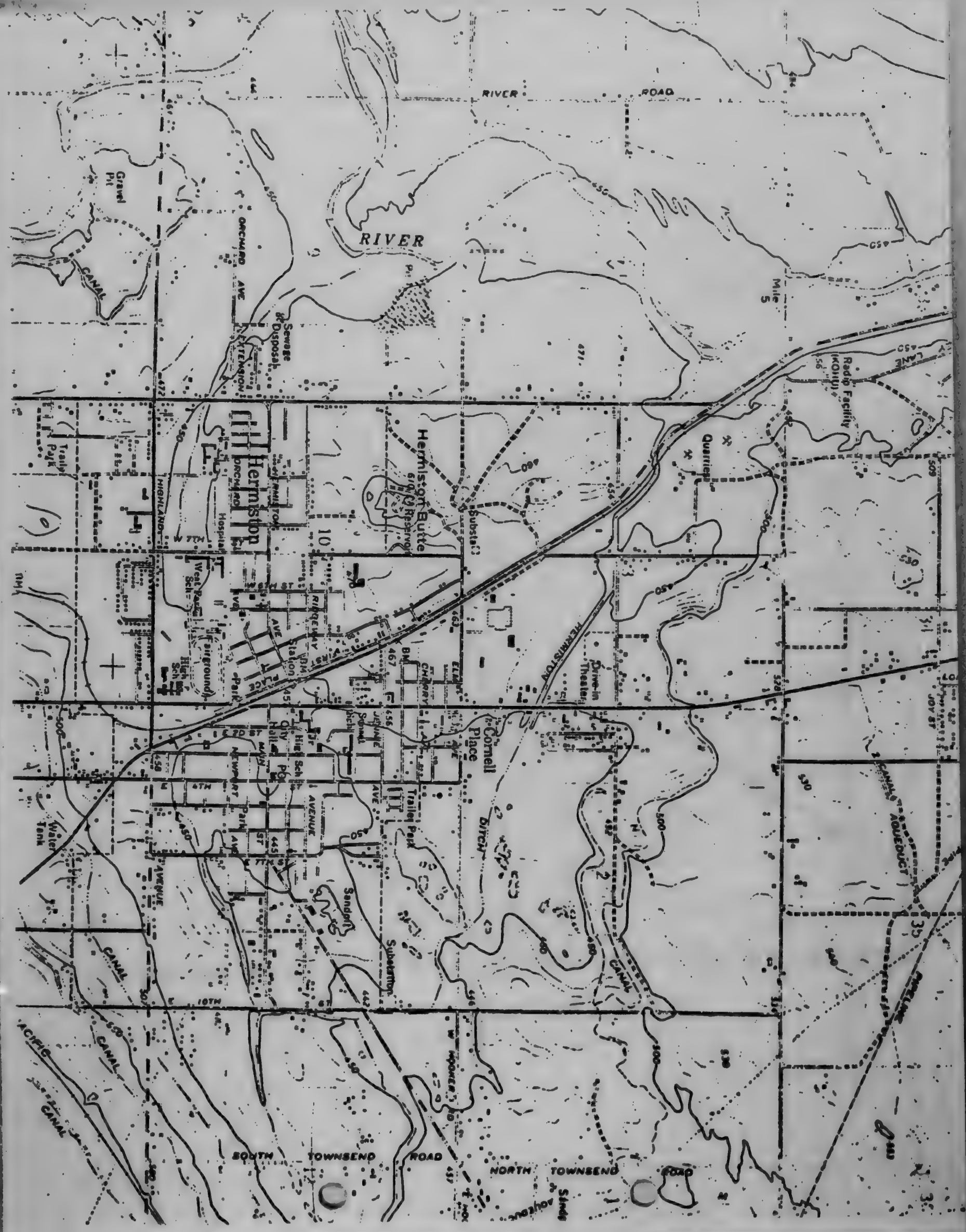


SURFACE TYPE
* asph. conc. X
oil mat ____
other ____

TYPE OF BASE
pit or quarry run ____
*crushed rock X
asph. or cem. treat. ____

* overlay & base as required

☆ Proposed alternate, to be fully explored during P.E. phase


RIVER ROAD
RIVER
Gravel Pit
CANAL
ORCHARD AVE
EXTENSION
Sewage Disposal
Mile 5
Radio Facility
(KOIN)
Quarries
Hermiston Butte
610' Reservoir
Substation
Hermiston
Trailer Park
HIGHLAND
Hospital
West Park School
Fairground
Park
Ridge
Dinein Theater
HERMISTON
Cornell Place
Birch
Trailer Park
City Hall
P.O.
High School
NEWPORT
MAIN
4TH
AVENUE
Water Tank
Sandpit
Substation
CANAL
AQUEDUCT
10TH
W HOOKER
PACIFIC
CANAL
SOUTH TOWNSEND ROAD
NORTH TOWNSEND ROAD
Siphon
10
35
3

5611

November 22, 1976

Umatilla County Board of Commissioners
Courthouse
Pendleton, OR 97801

Attention: Jessie M. Bell
County Clerk

MISC. CONTRACTS and AGREEMENTS No. 5979

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering construction of the Hermiston Highway-Umatilla/Stanfield Highway Section of Highland Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr
Att.

bc Don Harwell (agreement att.)

8611

8

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: November 18, 1976

In reply refer to: 1041A.5

SUBJECT: Project Assessment
FAS 3 570
West Highland Ave.
Hermiston Hwy.-Umatilla/Stanfield Hwy.
Umatilla County

FROM : G. L.Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's 11-5-76 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
" (Laux)
" (Region 5,J. Kennedy)

RECEIVED
STATE HWY ENGR
NOV 26 '76
REFER TO
Rulien
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8611

fas B.570
Umatilla Co

OREGON STATE HIGHWAY DIVISION

Region 5 Office

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

October 11, 1976

ROBERT W. STRAUB
GOVERNOR

[redacted]
Administrator and
State Highway Engineer

Mr. Carlos Van Elsberg, Roadmaster
Umatilla County Courthouse
P. O. Box 1427
Pendleton, OR 97801

Dear Carlos:

RE: Proposed Project, Hermiston Highway-Umatilla/Stanfield Highway Section, FAS B570

I am pleased to inform you that your proposed project was approved by the Oregon Department of Transportation Commission on September 28, 1976.

Programming of the project with the Federal Highway Administration is now underway and should be completed in the near future. Field survey work cannot begin until programming is complete. I will inform you when the project is fully approved.

Do not hesitate to call me if you have any questions concerning the project.

Sincerely yours,

Roger C. Lang

Roger C. Lang
Regional Federal Aid Engineer

RCL/dlm

cc: Umatilla County Commissioners
L. W. Rulien
F. E. Terpin
C. T. Keasey
R. H. Prange
J. R. Hagedorn

RECEIVED
COUNTY & CITY SECTION
OCT 12 1976
☐ ENGR. ☐ COOR. ☑ UE ☐ AE ☐ BE
☑ UPE ☒ CE ☒ RE ☒ RPE ☐

Form 81-734-3122

8611

8

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

DATE: September 23, 1976

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

AGENDA
SEP 28 1976

SUBJECT: Proposed FAS-C Projects

Attached are tabulations and maps describing and locating fifteen proposed federal-aid secondary projects.

Benton County has requested a project to pave the Bellfountain Road-Pacific Highway West Section (3.15 miles) of Greenberry Road. Estimated cost of the project is $300,000 with the cost to the State being approximately $21,000.

Clackamas County's request is for construction of the Pudding River (Red) Bridge Section of Arndt Road. The project consists of a 200-foot long bridge and a large overflow culvert structure with a total estimated cost of $460,000. Cost to the State would be approximately $32,000.

Harney County is requesting a project to surface and oil 7.2 miles of the Frenchglen Highway-Diamond Maintenance Station Section of the Old Diamond Highway at an estimated cost of $205,000. Cost to the State will be approximately $14,350.

Linn County has applied for a project to construct the Thomas Creek (Weddle) Bridge Section of Kelly Road. The new bridge will be 250 feet long and cost an estimated $200,000 with State matching money of approximately $14,000.

Another project Linn County has applied for is construction of the Upper Callapooya River Bridge Section on Callapooya River Road. This 240-foot long bridge will cost an estimated $250,000. The State's share of the cost would be approximately $17,500.

Marion County is requesting a project to construct a new bridge over the Pudding River on Nussom Road. The new bridge will be 300 feet long with a 30-foot roadway at an estimated cost of $350,000. State matching funds will be approximately $24,500.

Polk County is requesting a 3.5-mile project to grade, pave and widen one structure on the Godsey Road-Pacific Highway West Section of Clow Corner Road. Estimated cost of this project would be $250,000 including State matching funds in the amount of $17,500.

Tillamook County's request is for construction of the Nehalem River (CCC) Bridge Section on Foss Road. The new bridge will be 275 feet long and estimated to cost a total of $400,000 including State funds of $28,000.

Umatilla County has applied for a 1.2-mile project to grade, drain, curb, base and pave the Hermiston Highway-Umatilla/ Stanfield Highway Section of Highland Avenue at an estimated cost of $240,000 with State funds of approximately $16,800.

Umatilla County has also requested a project to replace the McKay Creek (Shaw) Bridge on Spring Hollow Road at an estimated cost of $90,000 including State matching funds of $6,300.

Union County's project request is for construction of the Lookingglass Creek (Palmer Junction) Bridge Section of Forest Boundary Road. The 70-foot long bridge is estimated to cost a total of $100,000 including approximately $7,000 State funds.

Washington County has applied for a project to grade and pave the Tualatin Valley Highway-South City Limits (Cornelius) Section of South 10th Avenue and Golf Course Road at an estimated total cost of $340,000 including State matching funds of $23,800.

Yamhill County has requested three projects. The first is for construction of the Salmon River Highway-Deer Creek Section of Gopher Valley Road at an estimated cost of $220,000 including State funds of $15,400.

The second project is to grade and pave the 1.4-mile Hillcrest Road-Tindell Creek Road Section of Willamina Creek Road which is estimated to cost $200,000 utilizing $14,000 of State matching funds.

The third project is for construction of the Lafayette Highway-Webfoot Road Section of Palmer Creek Road. Estimated cost for this project is $160,000 including State funds of approximately $11,200.

This group of projects will appear on the agenda for your consideration at the September 28 meeting. I recommend your approval and request authority to sign the project agreements following negotiations.

Att.

MCH:sch ia

bc C. W. Head
R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. W. Rulien
Don Harwell
V. E. Skoog
George Bell
E. L. Hardt
C. O. Fredrickson
Alfred Shirley, Jr.
W. E. Schwartz

UMATILLA COUNTY
Proposed FAS-C Project

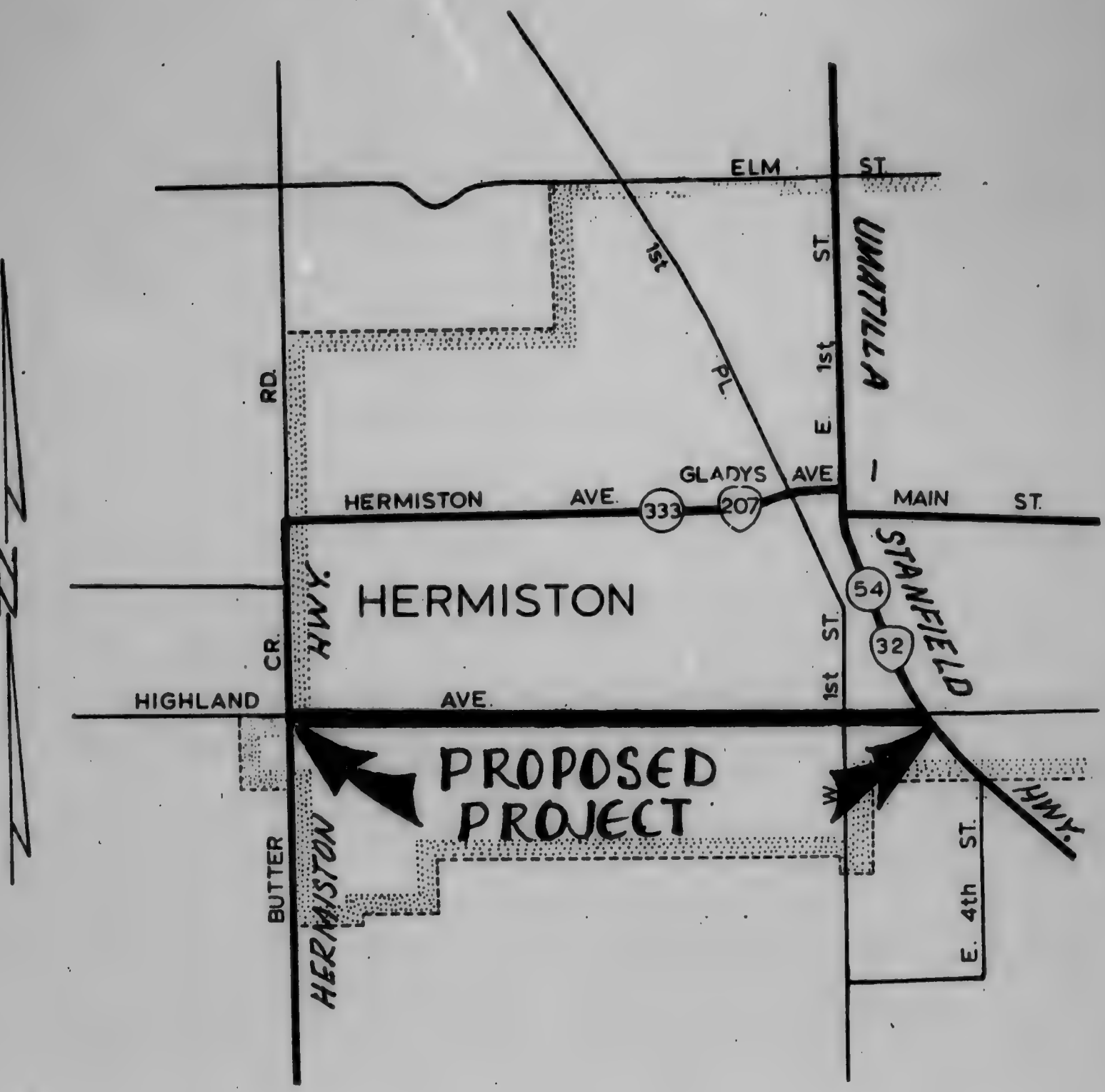
Hermiston Highway-Umatilla/Stanfield Highway Section
Highland Avenue, County Road No. 1421
FAS B570
Grade, drain, curb, base and pave; 1.2 miles
$240,000

Construct a street section 53.5 feet between curbs. Street may be closed during construction and through traffic may use alternate streets. Contractor will perform all construction signing.

Additional right-of-way is not anticipated; a public hearing may be offered.

State will perform all engineering.

76-f
9/13/76



HERMISTON HWY.~UMATILLA-STANFIELD HWY. SEC.

HIGHLAND AVE. FAS 30-101

Umatilla County

8611

RE ☐ RCE ☐ RBE ☑ RME
☐ ROE MAY 21 1976 ☒
☐ RDE RECEIVED ☐
REGIONAL OFFICE

La Grande, Oregon
May 21, 1976

R. C. Lang
Regional Federal Aid Engineer

George Hopkins
Project Development Engineer

SALEM

Proposed FAS-C Project
West Highland FAS 30-101
Umatilla County

	Info	FOR
	Investigate	
	R/D	
X	Action	
	File	
	Letter	
	See me	

Hal MAY 2 77

PROJECT MANAGEMENT

Attached are an Application and an Environmental Assessment as submitted by Umatilla County concerning the above proposed project.

The County realizes all FAS-C funds for 1976 under the O.A.C. formula are spoken for. The project is being submitted now in the event additional funds should become available for this year or to be placed in line for funding as soon as possible. It is their desire to have preliminary engineering and design work performed so the project would be ready for letting in the Spring of 1977.

The Environmental Assessment has been reviewed by our Regional Environmentalist.

Please advise if further information is required.

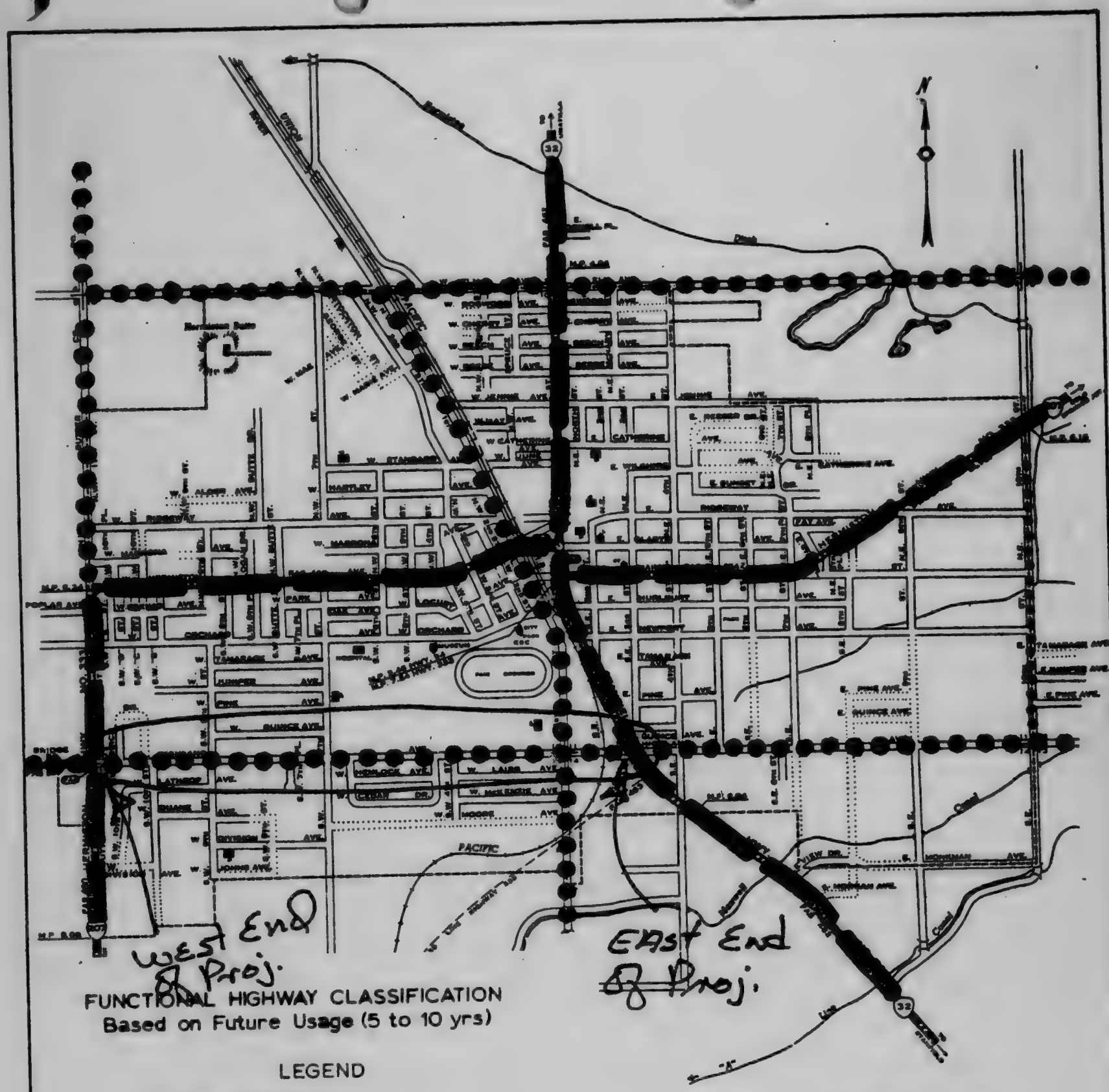
RCL:sh
Attachments

cc F. K. Starrett
Carlos Van Eisberg
J. R. Hagedorn

cy Hagedorn

Hal,
I know this job just went in so I can't holler too much —— Can we possibly push this in any manner? — Shopping Center on east end is scheduled for completion by March 78 - Harper wants Street done by then Roger

RP



FUNCTIONAL HIGHWAY CLASSIFICATION
Based on Future Usage (5 to 10 yrs)

LEGEND

- INTERSTATE
- OTHER PRINCIPAL ARTERIALS
- MINOR ARTERIALS
- MAJOR COLLECTORS
- MINOR COLLECTORS

DECEMBER 31, 1975

--- CITY LIMITS

HERMISTON

UMATILLA COUNTY, OREGON

OREGON STATE HIGHWAY DEPARTMENT

Population 5,200

Scale in Feet

Revised July 1980

Rev. 10/29/75

8611

COUNTY ROAD FAS-C PROJECT REQUEST

Revised 5/10/76 ECL CL

B-570

Name of County Umatilla FAS No. ~~30-101~~ Date 5/7/76

County Road Name West Highland

Section Name ~~West Highland~~ Hwy 333 to Hwy 54

Type of Project Road Surfacing

Location of Project (Attach sketch map) Along North Line Sec.15, T.4N., R.28E., W.M.

ADT 4,300 Design Speed 25

Is this request for county bridge design only? Yes____ No X

county FAS bridge design? Yes____ No X

Will County hire consultant for this project? Yes____ No X

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type A.C.
   (AC, Pug Cold Mix, Penetration Mat)
   Total Travel Width____

2. Shoulders: Type A.C.
   (AC, Pug Cold Mix, Oil Mat)
   Width Each Side____ Total Top Width 53.5 Feet

3. Grading and Drainage:
   By County____ County Date of Completion____ By Contract X

4. Bottom Base Course:
   By County____ County Date of Completion____ By Contract X
   Has base design been given to County? Yes____ No____
   Will it be furnished? Yes____ No____

5. Leveling Course:
   By County____ County Date of Completion____ By Contract X

6. Binder Course:
   By County____ County Date of Completion____ By Contract X

7. Traveled Surface and Shoulders:
   By County____ County Date of Completion____ By Contract X

8. Clearing:
   By County____ County Date of Completion____ By Contract X

9. Curbs:
   Curbs Required? Yes X No____
   Type Desired Rolled & Square
   (rolled, exposure, monolithic, special county standard, etc.)
   Width between curbs 53.5 Feet (SEE typical for alternates)

Cost	Total	Fed.	State	County
	240,000	206,400	16,800	16,800

	1976	1996
AOT	3900	6300
DHV	390	600

OTC App'l 9/23/76

SEE Alternate to be studied

10. Pedestrian Walkway and Bicycle Trails:
Are walkways or trails desired? Yes_____ No__X__
If answer is No, which of the following applies?
Contrary to public safety_____ Cost excessive to need or use__X__
Sparse population_____ Area exempt from bike law_____
What is desired width of trail or walkway_____ ft.
What type of surface treatment is desired_____
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes_____ No_____
What type of separation from roadway will be used?_____
_____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes_____ No_____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes_____ No__X__

12. Will replacement be by: County_____ Contract_____
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes_____ No_____

14. Will County adjust structure to additional width? Yes_____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No__X__

17. Does County wish sight posts installed? Yes_____ No__X__

18. Does County wish State to permanently stripe project? Yes_____ No__X__

19. Will County do striping? Yes_____ No__X__

20. Does County wish guardrail installed? Yes_____ No__X__
By County_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____ No__X__
By seeding and mulching Yes_____ No_____
By rock blanket Yes_____ No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes__X__ No_____

23. Can through traffic be detoured? Yes__X__ No_____

24. Must new detour be constructed? Yes_____ No__X__

25. Will detour be constructed and maintained by County? Yes_____ No_____ N/A

26. Will detour be constructed & maintained by Contractor? Yes_____ No_____ N/A

27. Will County sign project outside work area during construction? Yes_____ No__X__

28. Will Contractor sign project outside work area during construction? Yes__X__ No_____

29. Should contract provide for permanent signing? Yes_____ No__X__

30. Should State do permanent signing? Yes_____ No__X__

31. Will traffic signals be required? Yes_____ No__X__
If yes, give location and type desired_____
_____

32. Is project contingent upon other factors? Yes_____ No__X__
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)
If yes, explain_____
_____
_____

33. Existing facility - Total top width Variable
Travelway width and surface _____, _____
Shoulder width and surface _____, _____

Remarks re Section I: The street, at present, is variable in width and is partially curbed. Approximately 1/2 of project is adequately based and an overlay should be adequate. Entirely new street will be required for remainder of project. End result shall be a new street plus or minus 53.5 feet in width plus curbs. (SEE typical for alternatives)

II. BRIDGE PROJECT DATA

1. Name of river or stream_____

2. Name of bridge_____

3a. Dimensions of existing bridge. Length_____Roadway Width_____Type_____
b. Dimensions of existing approaches. Type_____Width_____Shoulders_____

4. Type of design and material used in existing bridge._____
_____
_____

5. Location (please attach map with location marked):_____
Section_____Township_____Range_____W.M.

6. Desired width of proposed bridge_____Approx. length_____
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

20. Guardrail: Desired on approaches or connections: Yes_____ No_____.
By County_____ Contractor_____
Right side only? Yes_____ No_____
Both sides? Yes_____ No_____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion. Guardrail must be installed before FHWA will accept completed project.)

21. Existing Structure: Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required to be:
By County? Yes_____ No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes_____ No_____ Size_____
Company_____
b. Sanitary sewer mains: Yes_____ No_____ Size_____
Company_____
c. Storm sewer: Yes_____ No_____ Size_____
Company_____
d. Gas mains: Yes_____ No_____ Size_____
Company_____
e. Power lines: Yes_____ No_____ Size_____
Company_____
f. Telephone lines: Yes_____ No_____ Size_____
Company_____
g. Other Utilities:_____
_____

24. Does County wish provisions made for future utility attachment to structure? Yes_____ No_____

25. Does County wish lightpost bases and conduit installed? Yes_____ No_____

26. Does County wish complete job of illumination in project? Yes_____ No_____

27. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

7. Are sidewalks desired? Yes_____ No_____
   Upstream_____Downstream_____Width_____

8. Does County wish a particular type of bridge design? Yes_____ No_____
   (Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)_____
   _____
   (NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____ No_____
   Explain_____
   _____
   _____

10. Foundation Testing: By County? Yes_____ No_____
    By State? Yes_____ No_____

11. Will County close road during construction? Yes_____ No_____

12. Can presently established road be used as detour? Yes_____ No_____

13. Must a new detour be constructed? Yes_____ No_____

14. Will detour be constructed & maintained by County: Yes_____ No_____

15. Will detour be constructed & maintained by Contractor? Yes_____ No_____

16. Will County sign project outside work area during construction? Yes_____ No_____

17. Will Contractor sign project outside work area during construction? Yes_____ No_____

18. Approaches or Connections: By County? Yes_____ No_____
    By Contractor? Yes_____ No_____
    Traveled surface: Type_____ Width_____
    Shoulder surface: Type_____ Width_____
    (NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure? Yes_____ No_____

    N.W. quadrant distance from structure_____
    N.E. quadrant distance from structure_____
    S.W. quadrant distance from structure_____
    S.E. quadrant distance from structure_____

20. Guardrail: Desired on approaches or connections: Yes_____ No_____
By County_____ Contractor_____
Right side only? Yes_____ No_____
Both sides? Yes_____ No_____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion. Guardrail must be installed before FHWA will accept completed project.)

21. Existing Structure: Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required to be:
By County? Yes_____ No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes_____ No_____ Size_____
Company_____
b. Sanitary sewer mains: Yes_____ No_____ Size_____
Company_____
c. Storm sewer: Yes_____ No_____ Size_____
Company_____
d. Gas mains: Yes_____ No_____ Size_____
Company_____
e. Power lines: Yes_____ No_____ Size_____
Company_____
f. Telephone lines: Yes_____ No_____ Size_____
Company_____
g. Other Utilities:_____
_____

24. Does County wish provisions made for future utility attachment to structure? Yes_____ No_____

25. Does County wish lightpost bases and conduit installed? Yes_____ No_____

26. Does County wish complete job of illumination in project? Yes_____ No_____

27. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: _____

_____

_____

28. Existing roadway on either side of bridge:

N or E Side - Travelway surface and width _____, _____

Shoulder surface and width _____, _____

S or W Side - Travelway surface and width _____, _____

Shoulder surface and width _____, _____

Remarks re Section II: _____

_____

_____

_____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:

By State? Yes_____ No_____

By Consultant? Yes_____ No_____

By County? Yes_____ No_____

(NOTE: a. If project is cancelled, County must pay for survey.

b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes_____ No_____

3. Construction plans and specifications to be prepared:

By State? Yes_____ No_____

By Consultant? Yes_____ No_____

By County? Yes_____ No_____

4. Does County desire center line to be permanently monumented as part of project? Yes_____ No_____

5. Does County desire right-of-way to be permanently monumented as part of project? Yes_____ No_____

(NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: _____

_____

_____

_____

(NOTE: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY AND UTILITIES DATA

1. What is width of existing right of way? Maximum 60 Ft. Minimum _____

2. Is any additional right of way needed? Yes _____ No X
(If answer is Yes, a hearing must be offered.)

3. Will County acquire right of way and have State review negotiations? Yes _____ No _____

4. Should State negotiate and acquire right of way in behalf of County? Yes _____ No _____

5. Should State prepare options? Yes _____ No _____

6. Should material source site be included in right-of-way descriptions? Yes _____ No _____

7. Is there any merchantable timber on right of way? Yes _____ No _____

8. Will timber be reserved for owner? Yes _____ No _____
If removed by County or individual, must be done prior advertisment for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes _____ No _____

10. Is a hearing necessary? Yes _____ No _____
(NOTE: If significant amounts of right of way are acquired an opportunity for a hearing must be afforded.)

11. Are there any affected utilities (electric, water, gas, sewer, etc.) on private land? Yes _____ No X
If yes, give type and name of utility company: _____

12. Are there any affected utilities (electric, water, gas, sewer, etc.) on existing right of way? Yes X No _____
If yes, give type and name of utility company: Cascade Natural Gas, Hermiston City Water & Sewer

13. Are utilities on existing right of way by permit X or by franchise _____
(NOTE: County must move all utilites on present right-of-way.)

14. Are there any irrigation facilities? Yes X No _____
If yes, give name of irrigation company or district Hermiston Irrigation (should not conflict with project)
and dates between which water can be turned off: From _____
To _____

15. Are there any railroad crossings? Yes X No _____

16. Name of Railroad Union Pacific Railroad Company

17. Number of tracks: Mainline 1 Siding _____ Total 1

18. Sight Distance: 1,500 Feet (Left) 1,000 Feet (Right)

19. Number of Trains: Passenger _____ Speed _____
Freight 1 Per Week Speed 25 M.P.H.

20. Angle of Intersection: 60°

20-003.30

21. Type of Existing Crossing: Grade X Overcrossing ____ Undercrossing ____

22. Existing Protection:
Advance warning signs _____ Automatic flashing _____ Stop Signs _____
Crossbucks X Automatic bell _____ Gates _____

23. Proposed Protection: None

24. Are there to be stopping lanes for buses and trucks, etc.? Yes _____ No X

25. Will railroad crossing be altered: Yes _____ No X
If yes, specify: _____

26. Traffic Control Signing:
To be part of project? Yes _____ No _____
By County? Yes _____ No _____
By State at County expense? Yes _____ No _____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes _____ No _____
By County? Yes _____ No _____
By State at County expense? Yes _____ No _____

28. Does County wish State to prepare P.U.C. hearing date? Yes _____ No _____

29. Will P.U.C. application be made by State _____ or County _____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes _____ No X

Remarks re Section IV: Believe R.R. protection is under way between Jim Chidsey, P.U.C. & City of Hermiston

V. MATERIAL SOURCES DATA

1. Gravel_____ Quarry_____ Cinders_____
2. Owner: County_____ State_____ Private_____ Other_____
3. Location:_____ Section_____ Township_____ Range_____ W.M.
4. If County lease, what are royalty payments?_____
5. Materials furnished by County: Borrow_____ Select Topping_____
   Base Course_____ Level Course_____ Mineral Aggregates_____
   Location_____
   Miscellaneous Items_____

Remarks re Section V: All materials will be furnished by contractor.

VI. FINANCIAL DATA

1. Estimated Cost: $ 240,000.00
2. Available FAS Funds $_____
3. Does County wish advancement of future Federal funds? Yes_____ No X
   Amount_____
4. Date match money is available Immediately
5. Will there be any 100% County money? Yes_____ No X
6. Maximum amount of 100% County money available: $_____
7. Date County request letting: As soon as possible

Remarks re Section VI:_____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2 and 3 projects, the county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison, and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Carlos Van Elsberg, Office
2. Environmental — Roadmaster, Office
3. Public Hearing — Pendleton, Office

Remarks re Section VII: _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By _____
County Judge or Comm. Chairman

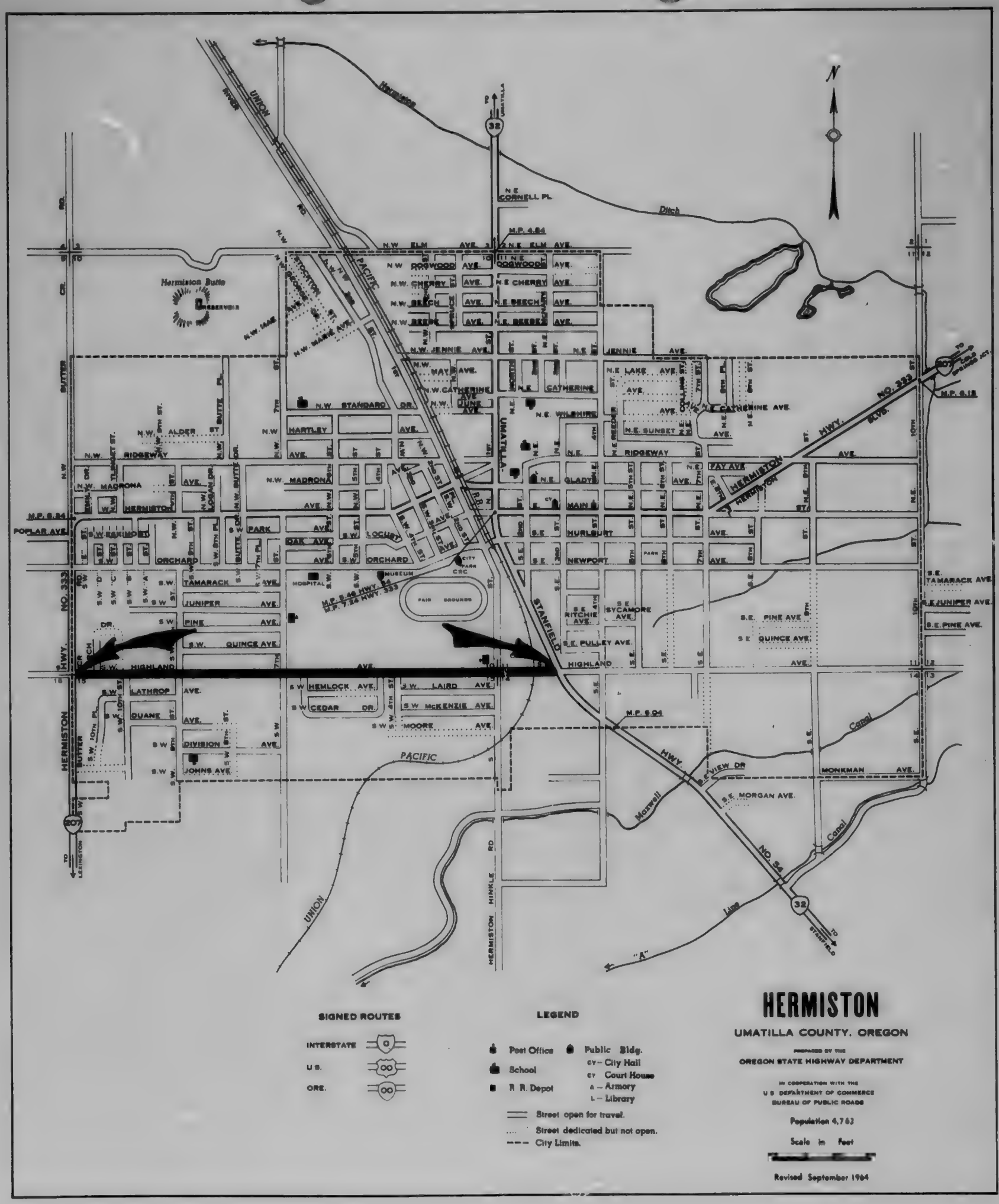
By Barbara Lynch
County Commissioner

By _____
County Commissioner

By Carlos Van Elsberg
County ~~Engineer~~ of Roadmaster

County Umatilla

Date 5-7-76



SIGNED ROUTES

INTERSTATE 0

U.S. 00

ORE. 00

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
- CY – City Hall
- CT Court House
- A – Armory
- L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

HERMISTON

UMATILLA COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

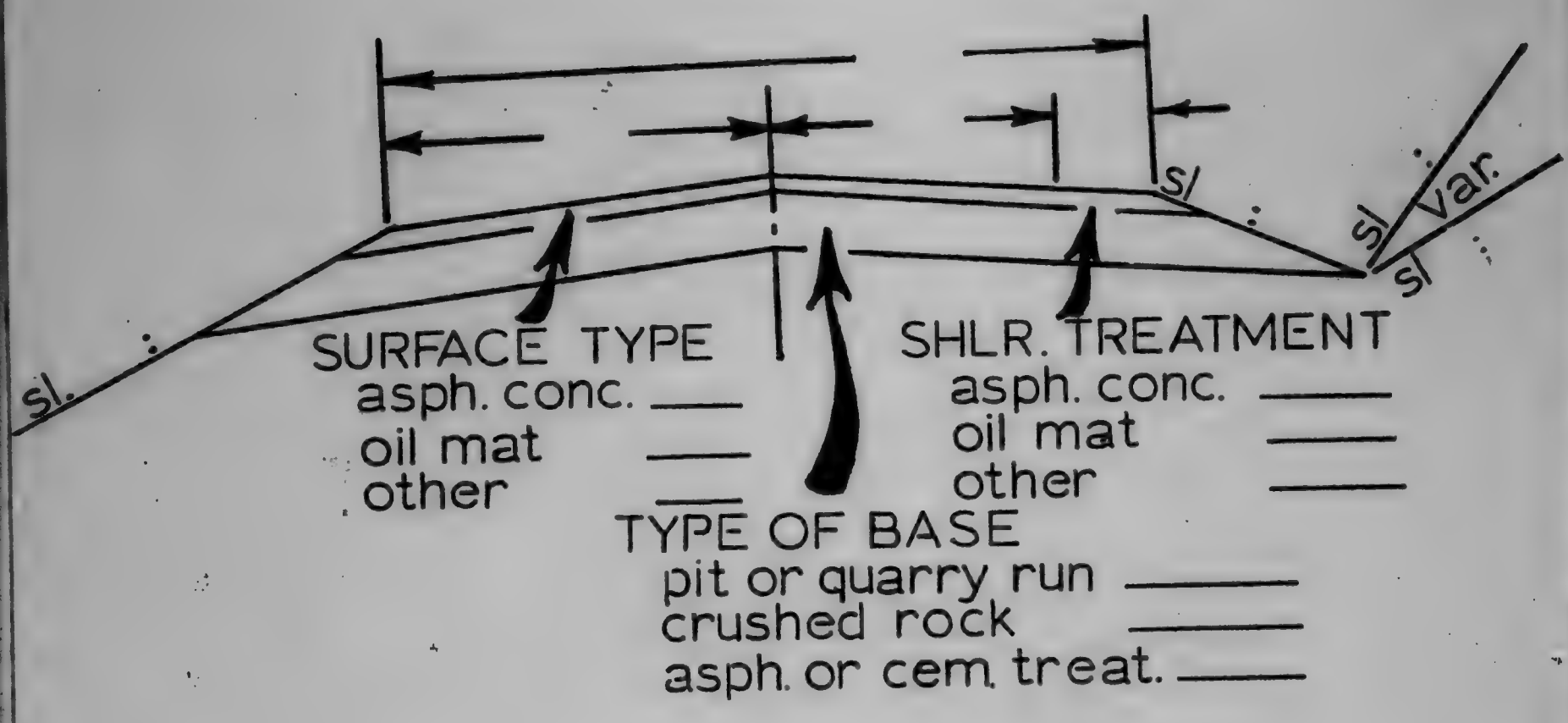
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

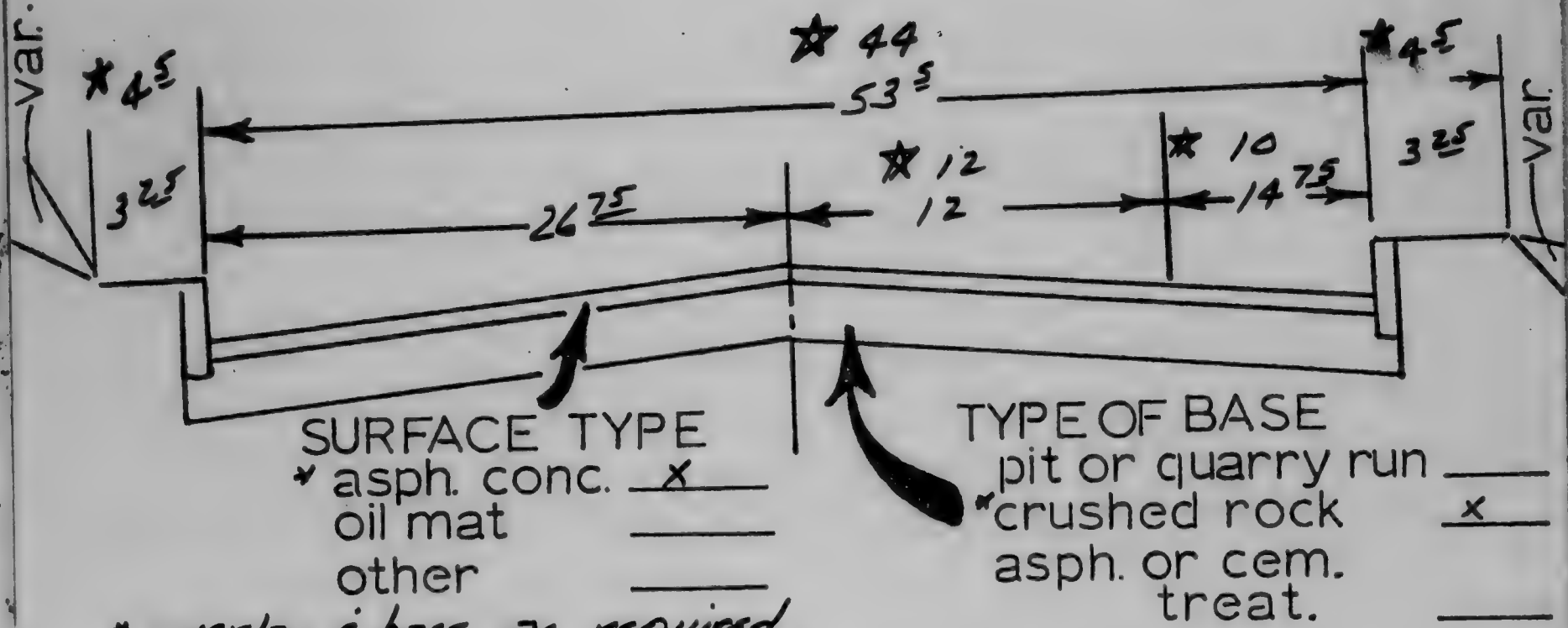
Population 4,763

Scale in Feet

Revised September 1964

PROPOSED TYPICAL SECTION





* overlay & base as required

★ Proposed alternate, to be fully explored during P.E. phase.

Reviewed 5/18/76
RCL
CVE
JEK

EXTRA - ORIG. TO POTTER
10-11-76

8611

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date May 7, 1976

A. PROJECT IDENTIFICATION

Name of Project Highway 333 to Highway 54 (Section)

Location of Project West Highland Avenue (Highway Name) FAS 30-101 (Highway No., US - ORE)

Hermiston (City) Umatilla (County) 5 (Region)

Program FAS-C (Funding) $240,000.00 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To upgrade a major collector route by reconstructing approximately 6,000 feet of alignment. The proposal entails widening the existing street and constructing curbs and sidewalks where conflict of grades are encountered.

Origin and History: The city of Hermiston and the Umatilla County Board of Commissioners have identified the reconstruction of Highland Avenue as a top priority project. The present condition of the street impedes traffic flow and is hazardous to both vehicles and pedestrians.

C. DESCRIPTION OF PROJECT

Length 54' x 6,000'

Termini State Highway 333 (Route 207) to U.S. Highway 54 (Route 395). Approximately one-half of the project could be brought to standards with an asphalt overlay. The remaining half would require reconstruction in its entirety.

Alignment [ ] New [X] Existing [ ] Combined

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) N. A. No additional right-of-way required.

Typical Section See attached

Bikeway Will be considered, however, the project lies in urban setting with ample width and sidewalks.

Structures None.

Additional Facilities None.

Access Control N.A.

Materials Crushed rock, asphaltic cement and PCC curbs/sidewalks; materials to be obtained from commercial sources.

Borrow and Waste Disposal

Special Construction Methods None

Characteristics (ADT) 4,300 ADT

Other General Information (or Supplemental information to items) Design will conform to Oregon State Highway Division and/or City of Hermiston Standard Specifications. City design for curbs and sidewalks to be incorporated.

Project Sketch Map is Attached: [X] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Location/design alternatives are limited to do nothing. Project is intended to provide uniform width, provide proper roadbed strength and establish adequate drainage facilities on an existing street.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) None

Public Hearing(s) Schedule: [X] Not Required [ ] Required

Type _____ Tentative Date(s) _____

A-95 Review [ ] Not Required [X] Required

Date Submitted _____ Date Received _____

Expected Coordination with Local, State and Federal Agencies Full coordination with Local, State and Federal Agencies as required.

Expected Coordination with Individuals, Groups, and Organizations During EIS preparation Full coordination with individuals, groups and organizations if EIS is required.

F. STATUS OF PROJECT DEVELOPMENT

OSHD Status	Date	FHWA Status	Date
☐ Survey Authorization	_____	☐ Systems Planning	_____
☐ Reconnaissance	_____	☐ Prel. Engineering	_____
☐ Field Location	_____	☐ Corridor Approval	_____
☐ Office Location	_____	☐ Design Approval	_____
☐ Field Prel. Design	_____	☐ Plans, Specifications and Estimates Approval	_____
☐ Office Prel. Design	_____		
☐ Final Design	_____		
☐ Contract Plans	_____		

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)_____

The project is a portion of a county road which lies within the city limits of Hermiston. The traffic is primarily residential, however, heavier thru traffic is a factor. The entire project lies in an urban-residential setting. The land falls gently to the north, all types of ornamental shrubs, deciduous trees are found. Soil characteristics vary from sandy loam to sandy gravels. Drainage features should present no problems, as they should be adaptable to existing drainage systems of the city.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

The project, being in a residential area, is affected by vehicular traffic. There are also the usual utilities which serve an area such as this. The Hermiston High School lies adjacent to this street and provides additional traffic.

Air and noise quality will be affected during construction, however, no lasting effect should be encountered. The route serves as a major collector route for local traffic only.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

None

Consequences:

2. Estimated Changes in Traffic Patterns:

None

Consequences:

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

None

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

None

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

None

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

None

7. Potential for Controversial Issues:

None

8. Potential Consistency of Proposal with (complete when applicable):

a. Clean Air Implementation Plans

N. A.

b. Noise Standards

N. A.

c. Water Quality Standards

N. A.

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	X		
Urban Economist	X		
Water Quality Spec.	X		
Acoustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer	X		
Urban Planner	X		
Geologist	X		

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

J. PROJECT (ACTION PLAN) CLASSIFICATION:

[ ] Category 1 [ ] Category 2 [X] Category 3 [ ] Category 4

K. TYPE OF ACTION

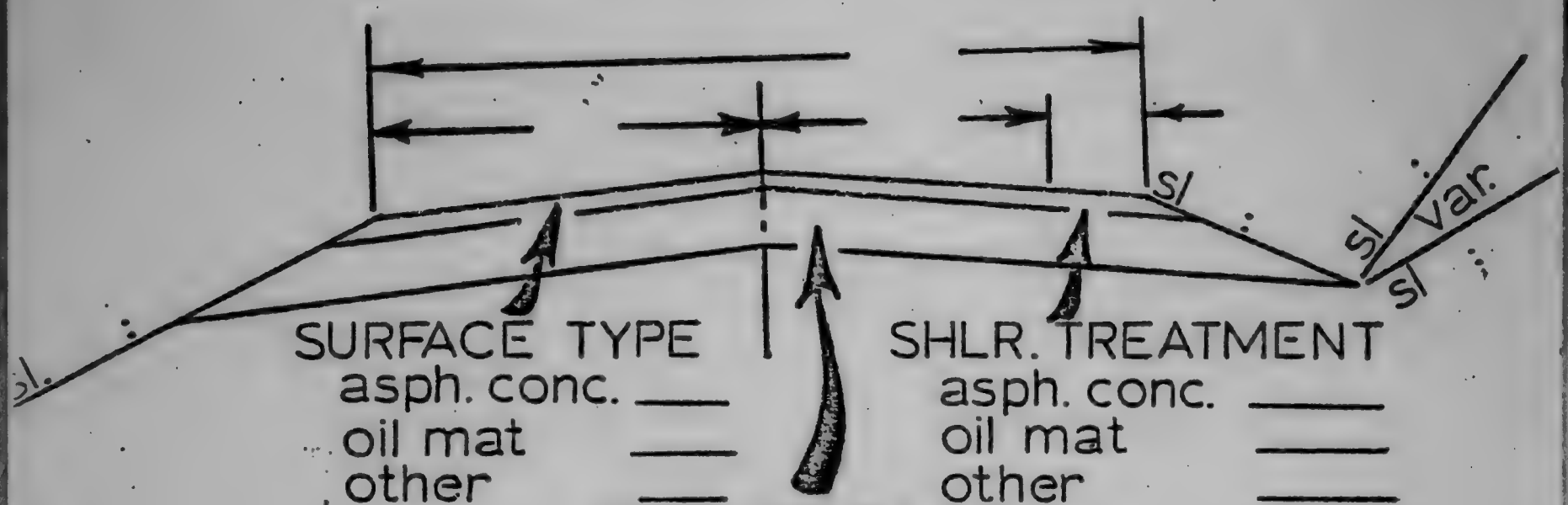
[ ] Major Action
- [ ] Significant [ ] Non-Significant

[X] Non-Major Action

L. TYPE OF DOCUMENTATION RECOMMENDED

[ ] Draft EIS
[ ] Final EIS
[ ] Supplemental Draft EIS
[ ] Supplemental Final EIS
[X] Assessment Only
[ ] Section 4(f)
[ ] Negative Declaration
[ ] State-Wide Negative Declaration
[ ] Preliminary EIS
[ ] OTHER _____

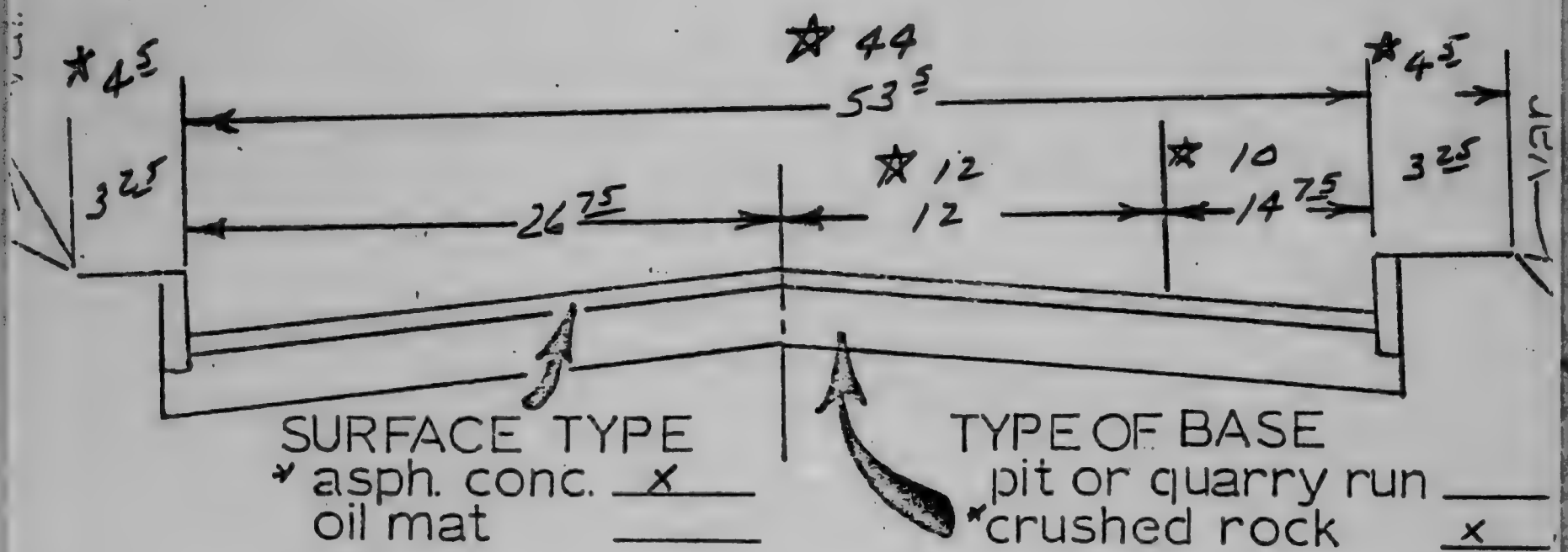
PROPOSED
TYPICAL SECTION



SURFACE TYPE
asph. conc. ____
oil mat ____
other ____

SHLR. TREATMENT
asph. conc. ____
oil mat ____
other ____

TYPE OF BASE
pit or quarry run ____
crushed rock ____
asph. or cem. treat. ____



SURFACE TYPE
* asph. conc. x
oil mat ____
other ____

TYPE OF BASE
pit or quarry run ____
*crushed rock x
asph. or cem. treat. ____

* overlay & base as required

☆ Proposed alternate, to be fully explored during D.E. phase

RIVER ROAD

RIVER

CANAL

Gravel Pit

ORCHARD AVE EXTENSION

Sewage Disposal

Mile 5

Radio Facility (KOHU)

LANE

Quarries

Hermiston Butte

610 Ft Reservoir

Substation

Hermiston

ORCHARD

HIGHLAND

Trailer Park

Hospital

Fairground

Park

High Sch

West Park Sch

Station

RAILWAY AVE

ELM ST

CHERRY

JEFFRIES AVE

Jr High Sch

City Hall

POST

NEWPORT

MAIN

4TH

AVENUE

Water Tank

Trailer Park

Cornell Place

DITCH

Sandpit

Substation

Drive-in Theater

HERMISTON

CANAL

AQUEDUCT

PIPELINE

10TH

W HOOKER RD

ACHPIC

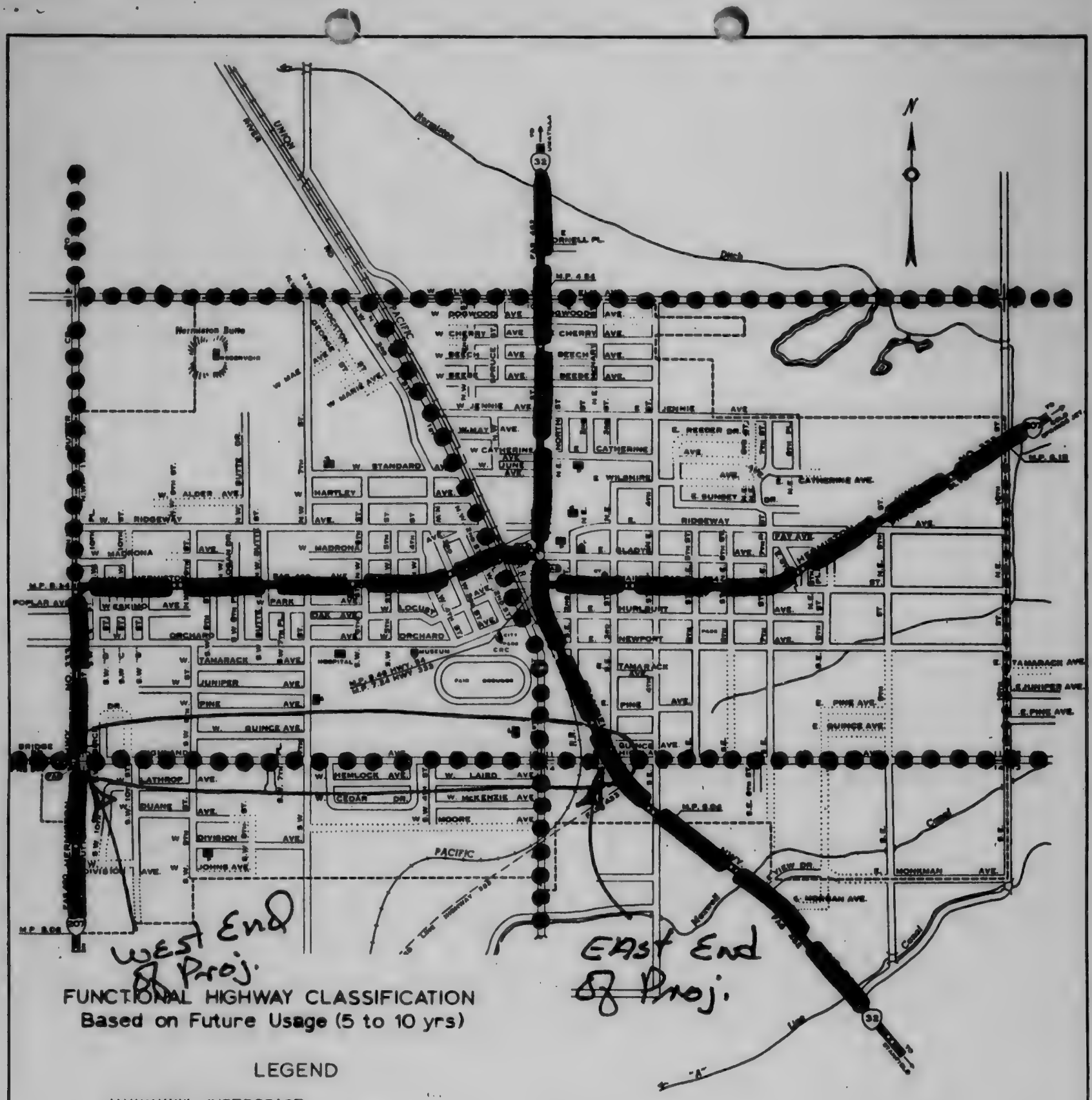
SOUTH TOWNSEND ROAD

NORTH TOWNSEND ROAD

Sandpits

AQUEDUCT

PIPE



West End Proj.

East End Proj.

FUNCTIONAL HIGHWAY CLASSIFICATION
Based on Future Usage (5 to 10 yrs)

LEGEND

- INTERSTATE
- OTHER PRINCIPAL ARTERIALS
- MINOR ARTERIALS
- MAJOR COLLECTORS
- MINOR COLLECTORS

DECEMBER 31, 1975

--- CITY LIMITS

HERMISTON

UMATILLA COUNTY, OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

BUREAU OF PUBLIC ROADS

Population 5,308

Scale in Feet

Revised July 1980

Hermiston

8611

DATE: April 16, 1976

TO: MEMO TO THE FILES

FROM: D. N. Harwell
County-City Engineer

Friday, April 9 I met with Mr. Lawrence Gray, Mayor and Mr. Tom Harper, City Manager, to discuss mutual highway matters including signalization at both Gladys Avenue and the north Hermiston Truck Route (Elm Avenue). We also discussed the formulation of a LID district to help finance the proposed West Highway project to be undertaken as an FAS-C county project in southwest Hermiston, as it is the major east-west route through the southern part of town. Also, S. E. 4th Street, as it extends between Main Street and East Highland Avenue, is a proposed project that the city will submit for SCA funding (forms have been forwarded to Mr. Harper). They are going to apply for this under Off-System funding also. He would like to utilize funds of one program or the other if possible to match the SCA money with the Off-System. Of course, this is subject to approvals and relative to financing capabilities.

Other matters of concern is that of the four-laning of US 395 and restriping recently undertaken on that immediate facility; namely a 16-foot continuous left-turn median lane. We also discussed real need and desire for improvement and four-laning of US 395 immediately south of the City of Hermiston, and four-laning of that section northerly of Hermiston between the north city limits and US 730 in the Umatilla area.

Mr. Harper and Mr. Gray are extremely concerned about the large movement and development taking place in the immediate Hermiston area, and any relief that could be given them by the Highway Division would certainly be appreciated.

DNH:sch

cc: F. B. Klaboe
L. W. Rulien
W. E. Schwartz, Region 5

☑ ENGR. ☐ ASST. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

8611

Tentative FAS-C
fas 30-101
Umatilla Co

February 19, 1976

MEMO TO THE FILES

FROM: D. N. Harwell
County-City Engineer

RE: Proposed Project on County Facilities
in the Hermiston and Umatilla Area
Umatilla County

Tentative FAS-C
Trans. Com:
Appr. 2-24-76

I met with Carlos Van Elsberg, Umatilla County Roadmaster and Mr. Woody Starrett, Chairman of the Board of Commissioners. Two proposed structures over the irrigation canal lying on the old route of U.S. 30 (FAS 30-137) between the City of Hermiston and the City of Umatilla, are in dire need of replacement as the area is fastly building up as a residential and commercial area. The county will utilize FAS-C funds for these proposed structures with future road widening to be done at county expense, most likely, rather then federal-aid secondary funding.

Title II Safety

We reviewed a safety project lying on the truck route in northwest Hermiston, on northwest 11th St. or N.W. Butter Creek Rd. This is adjacent to the gun club near Hermiston Butte. There is an apparent swale with an adverse vertical curve whereby sight distance is restricted to very minimal. This is estimated to cost approximately $40,000 to $50,000 and approximately a quarter of mile in length. The road bed would be 26 to 28 feet and possibility of guardrail. An irrigation facility would be handled by the county. I believe this improvement could all be done within the confines of the existing right-of-way.

Tentative FAS-C

Another FAS-C route (West Highland Ave., FAS 30-101) on the southerly edge of the City of Hermiston is approximately one mile in length and extends from Butter Creek Rd. easterly to U.S. 395-Ore. 32, the Umatilla-Stanfield Hwy. The proposed project would be to reconstruct the entire portion of W. Highland Ave. within the City of Hermiston, traverses the fairgrounds, various residential facilities, apartment houses, complexes, grade schools and some commercial buildup. The basic over all route has intermittant storm drains, sanitary sewers, certain sections have curbs and gutters, some other portions have nothing. So this would all be included in the project request. The City would probably participate in this as it is an existing county FAS-C route, within the City of Hermiston. On the extreme easterly end there is a crossing of the UPRR and a new proposed Payless Shopping Complex of approximately 10 to 15 acres in the southest quadrant of the intersection of Highland and 395. A project on this within the next few months may be forthcoming.

ENGR. ASST. OE AE UE
CE RE RTE

I might also mention, for the record, that Umatilla County is proposing a road district in the Hermiston area or the western part of the County bounded by the Morrow-Umatilla County line on the west, the Columbia River on the north, I-80N on the south with the easterly boundary to be determined. They feel the need and desire for a road district in this immediate area very soon due to the extreme buildup of commercial, potato processing, cattle processing and other new industries.

DNH:dp

cc: W. E. Schwartz

8611

LOCATION NARRATIVE

Highland Avenue
Hermiston Highway - Umatilla/Stanfield Highway
FAS B570 Prefix 530-1932
Umatilla County

DESCRIPTION:

The Umatilla County road, known as Highland Avenue in the city limits of Hermiston, begins approximately 1½ miles south of Highway I-80N and is known as Jordan Road. Extending easterly from the Hermiston city limits, approximately 2 miles, Highland Avenue is known as Stanfield Loop Road and terminates near the City of Stanfield. This location survey covers 1.1 miles of the road within the city limits of Hermiston.

The roadside culture along this section of road consists of moderate residential and includes an apartment complex near the middle portion, a high school and drive-in restaurant in the eastern portion and one railroad crossing. The existing gradient is flat with an abrupt rise of 3 feet to the railroad crossing and a descending grade of 3.2% from the railroad crossing to Highway "US 395".

The existing roadway is an asphaltic concrete pavement varying in widths from 20 to 26 feet. The depth of the asphalt varies with a minimum depth of 2 inches with an undetermined depth of crushed aggregate. The subgrade consists of a well drained sand material. Curb, sidewalks and driveways of various designs and widths extend approximately two thirds (2/3) of the project.

Some drainage does exist on the easterly one half (½) of the project, consisting of a storm sewer with several inlets in the system. In the westerly portion of the project, limited curb and gutter exists and no drainage was necessary as the water could leave the roadway and run off into adjoining property.

PURPOSE OF SURVEY:

This section of roadway is a county road inside the city limits. This location survey is designed to rebuild roadway to City street standards.

PAYMENT OF CONTRACT ITEMS:

On this project the County will request Federal Aid to pay for all items except for the curbs, sidewalk, retaining wall and driveways, which are to be new construction. These items will be funded by use of a City L.I.D. program. These items are noted with an asterisk on the item sheet, located on the project profile.

Returned to Construction 11/9/77

DRAINAGE:

No hydraulic studies were made on this project. The existing drainage system of the project was improved to better control the surface water. These improvements were held to a minimum which is felt to be adequate for the amount of rainfall in the Hermiston area.

A system at station 12+82 to 13+38 is planned which includes two (2) inlets on the right side of the street and an outlet on the left. This system acts as a siphon and discharges the water into the gutter on 9th Street. The system was adopted because there is no storm sewer in this area to connect into and the cost of a new system on this project is prohibitive.

MATERIAL SOURCE:

A commercial material source is recommended for this project.

RIGHT-OF-WAY:

The project will not extend beyond existing right-of-way. A permit to increase the width of the roadway at the railroad crossing will be necessary.

UTILITIES:

There are four (4) utilities involved along this project. Pacific Gas Transmission Co., Pacific Northwest Bell, Pacific Power & Light and City sewer and water.

Pacific Gas Transmission Co.- A two (2) inch gas line extends throughout the major portion of the project as shown on the detail map. The buried depth varies from 18" to 36". In areas where excavation is to be carried out, precaution should be taken. Areas where reinstallation should be considered are as follows:

sta. 6+60 to 10+00 lt.
sta. 36+10 to 49+00 lt.
sta. 58+80 to 60+00 lt.

In the area station 58+80 to 60+00 a fill is to be constructed but it will be necessary to obliterate existing pavement thus the recommendation for lowering gas lines.

Pacific Northwest Bell- A buried telephone cable extends throughout the project on the left portion of the roadway as shown on the detail map. The buried depth is approximately 18". Areas where excavation is to be done precaution should be taken. Areas where reinstallation should be considered are as follows:

sta. 6+60 to 10+00 lt.
sta. 36+10 to 49+00 lt.
sta. 53+00 to 60+00 lt.

8611

HIGHLAND AVENUE
Hermiston Hwy. - Umatilla/Stanfield Hwy.
FAS B570 Prefix 530-1932
Umatilla County

COST ESTIMATE & QUANTITY SUMMARY

Item	Unit	Quantity	Unit Cost	Amount
Temporary Protection & Direction of Traffic	LumpSum	all		$ 7,500.00
Flagman	Hr.	1,550	$ 18.00	27,900.00
Clearing & Grubbing	Acre	1	300.00	300.00
Removal of Structures & Obstructions	LumpSum	all		5,000.00
General Excavation	Cu.Yd.	2,248	2.00	4,496.00
Trench Excavation	Cu.Yd.	83	10.00	830.00
Structure Excavation	Cu.Yd.	18	10.00	180.00
Watering	M-Gal.	120	8.00	960.00
1"-0 Aggregate Base	Ton	2,762	5.56	15,345.00
Class "C" Asph. Conc.	Ton	4,838	25.00	120,950.00
Asphalt in Tack Coat	Ton	6	200.00	1,200.00
8" Conc. Sewer Pipe	Lin.Ft.	246	10.00	2,460.00
Pipe Under Pavement	Lin.Ft.	246	2.00	492.00
Construct Manhole	Ea.	1	600.00	600.00
Adjust Manholes	Ea.	16	150.00	2,400.00
Adjust Water Valves	Ea.	22	100.00	2,200.00
Adjust Inlets	Ea.	4	200.00	800.00
Construct G-1 Inlets	Ea.	6	400.00	2,400.00
*PCC Sidewalks	Sq.Yd.	2,924	12.00	35,088.00
**PCC Driveways	Sq.Yd.	597	14.00	8,358.00

Cost Estimate & Quantity Summary (cont.)
Highland Avenue
Hermiston Hwy.-Umatilla/Stanfield Hwy.
FAS B570 Prefix 530-1932
Umatilla County

Item	Unit	Quantity	Unit Cost	Amount
*Type "A" Modified Curb	Lin.Ft.	2,426	$ 5.00	$ 12,130.00
*Type "C" Curb	Lin.Ft.	1,279	2.75	3,517.00
*Retaining Wall	LumpSum	all		2,313.00
Adjust Mailboxes	Ea.	10	100.00	1,000.00
			Sub-total Contract Items:	$258,418.00
Engineering and Contingencies				51,700.00
			TOTAL:	$310,118.00

Highland Ave
Gbn RR Xing

Note: * To be constructed on City L.I.D. program.

** 317 Sq.Yd. to be constructed on City L.I.D. program which equals $4,438.00.

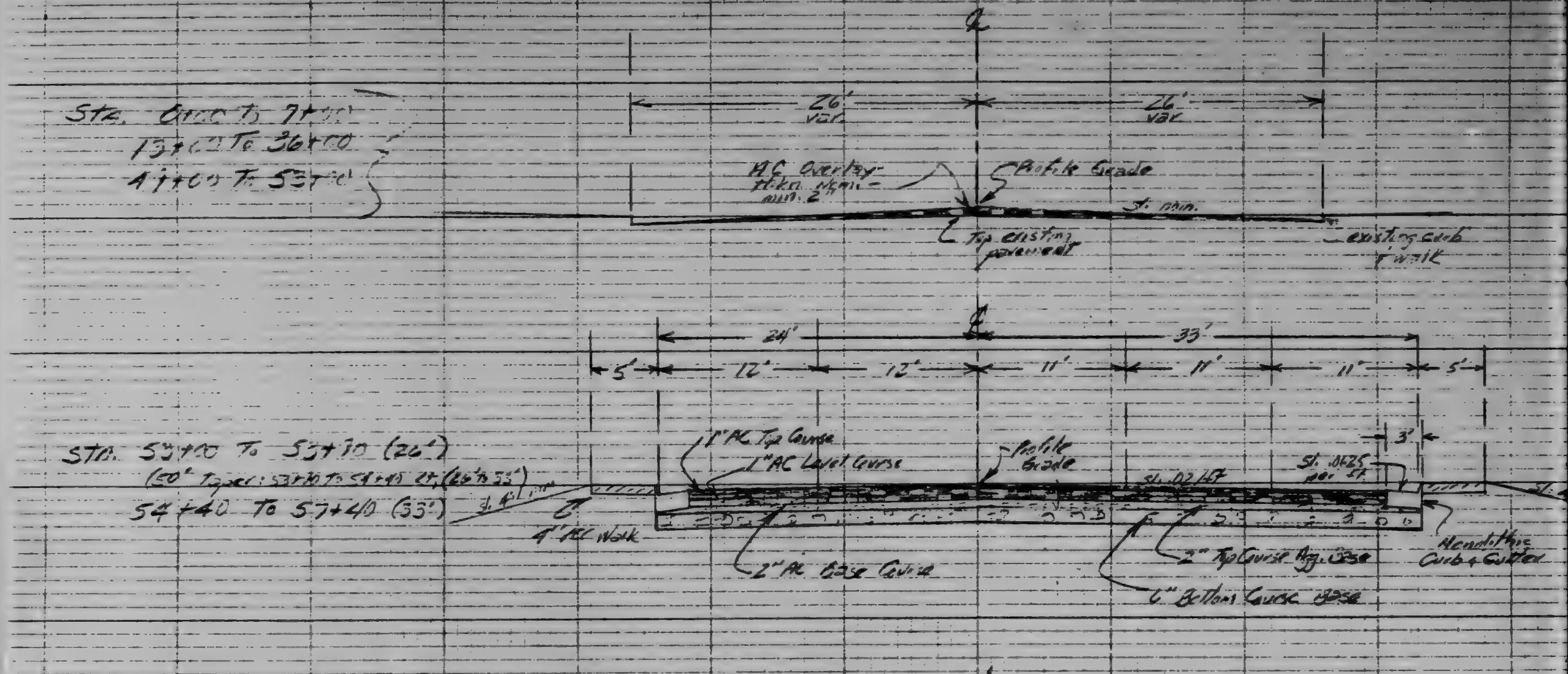
Total of City L.I.D. program is $57,546.00

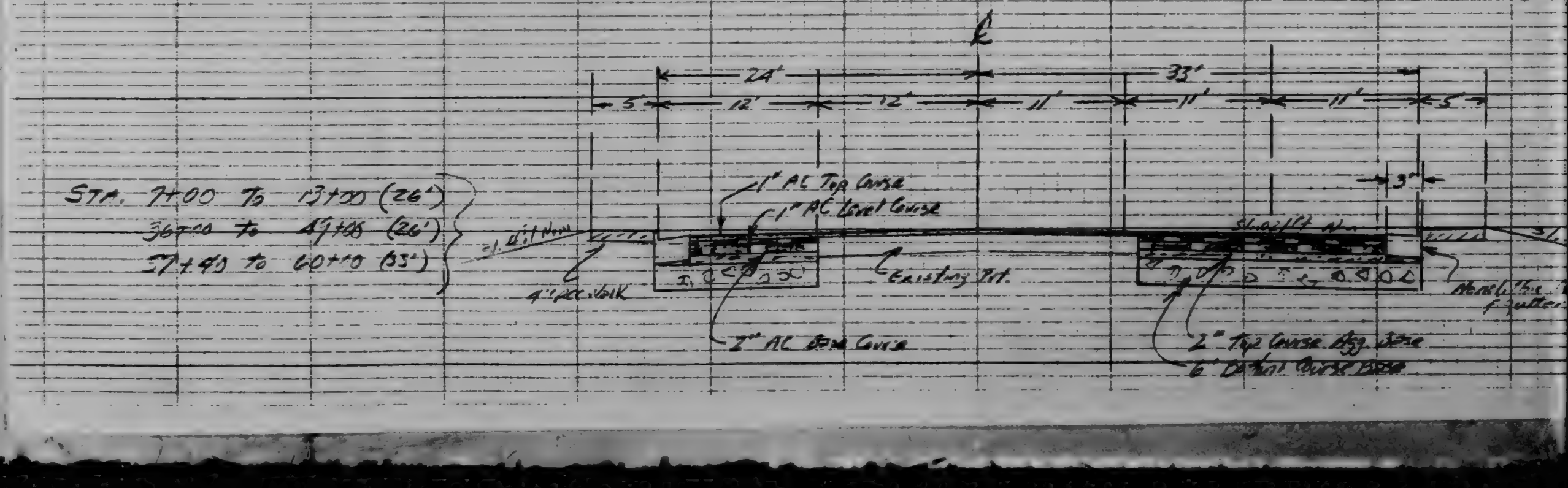
Are these items to be part of contract or not?

the irrigation

310,000
317,000

Sta. 0+00 To 7+00
13+00 To 36+00
41+00 To 53+40





STA. 53+40 To 53+70 (26')
(60' Typical: 53+70 To 54+40 Ch. (26' To 33'))
54+40 To 57+40 (33')

STA. 7+00 To 13+00 (26')
36+40 To 41+40 (26')
57+40 To 60+10 (33')

26' var

26' var

AC Overlay
thkn varies
min. 2"

Profile Grade

St. min.

Top existing pavement

existing curb finish

24'

33'

5' 12' 12' 11' 11' 11' 5'

3'

1" AC Top Course

1" AC Level Course

Profile Grade

St. .02 LT

St. .04 RT

4" AC Walk

2" AC Base Course

2" Top Course Hyg. Base

6" Bottom Course Base

Monolithic Curb & Gutter

57+00 (26')
to 54+40 (26' to 33')
54+40 (33')

24'

33'

5' 12' 12' 11' 11' 11' 5'

3"

1" AC Top Course

1" AC Level Course

Slope Left

Slope Right

4" AC Walk

Existing Pvt.

2" AC Base Course

2" Top Course Hyg. Base

6" Bottom Course Base

Monolithic Curb & Gutter

53+00 (26')
49+05 (26')
40+40 (33')

8612 McKay Creek (Shaw) Bridge 1977
south of Pendleton on FAS 5579

C+A 5880 11-22-76

8612

OREGON STATE HIGHWAY DIVISION

FORM 01-734-1190

HIGHWAY DIVISION INVOICE

NO. 127994

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12-19-79	CC 2015(revised)		530-1048-297 1,079.56

UMATCTY
Umatilla County Board of Commissioners
Courthouse
Pendleton, OR 97801
Attn: Carlos VanElsberg, Dir. of Public Works

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: McKay Creek (Shaw) Bridge Spring Hollow Road FAS-B579			
Project No. RS-B579(1)			
County share of Construction Costs $7,879.56 County Advance Deposit 6,800.00			
AMOUNT DUE FROM COUNTY			$1,079.56

8612

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
11/27/79	CC 2015	

CREDIT DISTRIBUTION
530 - 1048

BILL TO: Code:

Umatilla County Board of Commissioners

Courthouse

Pendleton, Oregon 97801

Attn: Mr. Carlos VanElsberg, Director of Public Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: McKay Creek (Shaw) Bridge Spring Hollow Road FAS-B579 Project No. RS-B579(1) County share of Construction Costs $7,879.56 County Advance Deposit 6,800.00 AMOUNT DUE FROM COUNTY $1,079.56 (Please send copy of itemized statement with billing)			

Advance Deposit Amount	$ 6,800.00
Advance Deposit Previously Transferred to Highway Fund	$ 5,400.00
Balance	$ 1,400.00
Transfer to Highway Fund	$ 1,400.00
Refund Due	$ - - -

Partial or final request for billing: FINAL

Number of the previous request in connection with this service: AD 325, CC 1761

Amount Due $1,079.56

Submitted by:

Harold Reynoldson
Harold Reynoldson

Approved:

for D. E. Swan

SP*35736 734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 11-27-79

County Umatilla **Contract No.** 8612 **Date Completed** 4-28-78

FAS B579 **Section** McKay Creek (Shaw) Bridge, Spring Hollow Road

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Payment to Contractor	(Federal Participation)	$ 87,330.27
Engineering	(Federal Participation)	14,582.99
Total Construction Costs	(Federal Participation)	$101,913.26
Payments to Contractor	(Non-Participation)	$ 7.32
Federal Funds collected for construction		$ 86,168.78

County Share of Construction Costs
1/2 ($101,913.26 - $86,168.78) + $7.32 = $7,879.56

County Share of Project Costs	$ 7,879.56
County Advance Deposit	$ 6,800.00
	$ 1,079.56

Reference: Billing Form CC 2015

8612

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEM

ITEM NO.	ITEM (8-16-79)	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	McKay Creek (Show) Bridge FAS 8579 (Spring Hollow County Road) Umatilla County					
	Preliminary Engineering Type Code P.E. State	All Required			$ 16,057.45	Shld be pay Tot
	Construction Type Code 20C0 Structure (Sta. 10+38 To 11+09) Final Contract Payment Summary		Lump Sum		87,330.27	
	Construction Engineering State	All Required			13,099.54	
	Total Participating Cost				$116,487.26	
	Non Participating Items Interest Paid to Contractor	All Required			7.32	
	Construction Engineering	All Required			1,470.68	+12.77
	Total Non Participating Cost				$ 1,478.00	14,582.99
	TOTAL COST				$117,965.26	
	Prepared based on Participating Costs as shown on the Federal Billing as of 8/16/79					
	AMOUNT CARRIED FORWARD					

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building - Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. BS-8579(1)

PROGRAM APPROVED

VOUCHER PERIOD From: 12/14/76 To: 3/16/79

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
		PE Const	13,777.29 84,168.78		
$117,965.26	$116,487.26	85.8%	$99,946.07	$99,946.07	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

PE: 16,057.45
Fed: 13,771.29

SIGN ORIGINAL ONLY

By Oregon State Highway Agency

V.E. Skoog
Contr. Dist. Date 3-16-79

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Const: 101,920.55
Fed: 84,168.78

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative Date

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

8612

8

June 14, 1978

American Fidelity Fire Insurance Co.
c/o Northwest Bonding Agency
P. O. Box 1448
Beaverton, OR 97005

Gentlemen:

Contract No. 8612 awarded to Douglas S. Coats Construction for the McKay Creek (Shaw) Bridge on FAS 8579 in Umatilla County was completed on April 28, 1978, and accepted by the State Highway Engineer on June 7, 1978.

Final payment in the amount of $4,389.13 will be released to the contractor after June 19, 1978. The total contract amount is $87,330.27 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Douglas S. Coats Construction
P. O. Box 311
Bend, OR 97701

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

8612 NO. 24

FORM S-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: McKay Creek (Shaw) Bridge		WEEK ENDING: 4/29/78
		SECTION PREFIX: 530-1048
HIGHWAY: FAS B579		COUNTY: Umatilla
NAME OF JOB: McKay Creek (Shaw) Bridge	KIND OF WORK: Structure	
CONTRACTOR: Douglas S. Coats Const.	CONTRACT NUMBER: 8612	FEDERAL AID PROJECT NUMBER: RS -B579(1)
DATE OF CONTRACT: 18 October 1977	DATE WORK STARTED: 15 November 1977	ESTIMATED COMPLETION DATE: 31/May 1978
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 120	CALENDAR DAYS USED 118
	SPECIFIED COMPLETION DATE: 27 February 1978	PERCENT OF TIME ELAPSED: 98
PROJECT AUTHORIZATION: $ 97,406.30		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 98
EXCLUSIVE OF ENGINEERING: $ 88,899.20	ENGINEERING AUTHORIZATION $ 8,507.10	
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $ 85,935.00	ENGINEERING COST TO DATE $ 12,273.35	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 144 %	DATE PROJECT WAS COMPLETED: 4/28/78

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

One Foreman, and one laborer, one truck.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	10642A	Bent 1	Bent 2	G. Rail				
PERCENT	100%	100%	100%	100				

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 23	Fair	0		
MONDAY 24	Fair	0		
TUESDAY 25	Ovrcst rain	0		
WEDNESDAY 26	Rain	0		
THURSDAY 27	Rain	0		
FRIDAY 28	Cloudy	1		
SATURDAY 29				

RECEIVED
MAY 1 1978
CONSTRUCTION BRANCH

Kessey, Richmond, Jackson, Glenn, Richards, Berg, Inlow, Widmer, Gebauer, Church

No 24

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	The contractor had one foreman and one laborer on the project today hanging Guard rail.
SATURDAY	

REMARKS

The work on this project has been completed.

SIGNED W C Ferguson LOCATION Pendleton

W.C. Ferguson Res. Engr.

PRINT... SIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP...

Form E-30 (Rev. 8-71)

8612

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section McKay Creek (Shaw) Bridge

Highway FAS-C B579

County Umatilla

Date April 18, 1978, 19

Authorization No. 2

Survey Prefix 530-1931 (Assigned by Salem office)

Description of termini, route, length, etc.: ~~MP 0.0 to MP 0.7~~
MP 0.6 to MP 0.7

Purpose of survey: Prepare vicinity map for structure replacement

Estimate of cost:

Field	901	2,600	
Final Design	905	2,700	
Structural Design	906	4,850	
Soils	910	100	
Utility	914	200	
Hydraulics	918	2,650	
Proj. Mgt.	920	100	
Specifications	921	450	
Environmental	923	50	RS-B579(1)
Planning	924	100	12/14/76
Found. Expl.	926	2,350	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$16,150
Previous authorization	12,500
Additional authorization requested	3,650
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

P.L. Carstensen
Costs & Records Spec. — Field Engineer

Recommended for Approval:

..... Regional Engineer

Recommended for Approval:

/s/ Frank E. Pospisil — Location Engineer

Approved:

/s/ E. Johnston
Tech. Serv. Mgr. Assistant State Highway Engineer

SP*23604-734

D N B M

8612

OREGON STATE HIGHWAY DIVISION

Form 61-736-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Umatilla County
Board of Commissioners
Courthouse
Pendleton, OR 97801

Attention of Mr. Carlos Van Elsberg
Dir. of Public Works

Request No. (assigned by staff engineer or head of section) cc 1761

Date November 2, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit Construction $6,800.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained in the advance deposit	$1,400.00	
				$5,400.00
		To be transferred to State Highway fund for the McKay Creek (Shaw) Bridge Section FAS B579		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $

Is this a partial or final request for billing? Partail

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
530-1048-297

Submitted by:
H. Reynoldson
H. Reynoldson

Approved:
G. W. Wimer
G. W. Wimer
Regional Engineer

Approved:

Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8612

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-5		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Umatilla
MODIFICATION NUMBER 1	10-28-77	Project Number RS-B579(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 4, 1977, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 12,500	$ 113,406
Federal funds	$ 10,725	$ 97,302
Other revisions		

This modification is made for the following reasons:

Addition of construction phase and increase cost ofpreliminary engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of October, 1977.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E L Kunetz

Technical Services Engineer
(Title)

By G Kenney

acting State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-78)

Previous editions are obsolete

86717

File

Oregon State Highway Division
Salem, Oregon, October 20, 1977

Federal-aid Project
No. RS-B579(1)

McKay Creek (Shaw) Bridge
FAS B579 (Spring Hollow County Road)
Umatilla County

Revised Project Agreement Estimate.

Type Code P.E. Preliminary Engineering	All Required		$16,000.00
Type Code X080 Structure (Sta. 10+39 to Sta. 11+09)			
Mobilization	All Required		8,000.00
General Excavation	150 Cu.Yd.	5.00	750.00
Toe Trench Excavation	269 Cu.Yd.	4.00	1,076.00
Guardrail in Stockpile	All Required		3,050.00
Loose Riprap, Class 700	438 Cu.Yd.	10.00	4,380,00
Filter Blanket	104 Cu.Yd.	10.00	1,040.00
Bridge Removal Work	All Required		5,000.00
Shoring, Cribbing etc.	All Required		2,000.00
Structure Excavation	240 Cu.Yd.	10.00	2,400.00
Furnish HP 12x53 Steel Piling	420 Lin.Ft.	10.00	4,200.00
Drive Steel Piles	14 Only	300.00	4,200.00
Splice Steel Piles	3 Only	50.00	150.00
Structural Concrete, Class 3300 (110 c.y)	All Required		15,000.00
4'x70'/75 Prestressed Slabs	7 Only	3,535.00	24,675.00
Reinforcement (10,000 lbs)	All Required		3,000.00
Metal Rail with Channel	175 Lin.Ft.	30.00	5,250.00
			$84,571.00
Anticipated Items Temporary Erosion Control	All Required		$ 500.00
	Subtotal		$85,071.00
	Engineering		12,335.00
	TOTAL		$97,406.00

Length of Structure - - - - - 0.013 Mile

Summary of Funds (85.8%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 16,000	$13,728	$2,272	$ - -
Structure	97,406	83,574	6,916	6,916
TOTAL	$113,406	$97,302	$9,188	$6,916

Group 1 100%

Contract No. 8612

Prefix 530-1048

Prefix 530-1931

8

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon County: Umatilla Project No.: RS-B579(1)
8-43	**FEDERAL-AID PROJECT AGREEMENT** 8-4-77	

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. approx. 8 mi. S. of Pendleton

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	12-14-76	0.013
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro rata 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$12,500	$10,725

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. Hunter

Technical Services Engineer
(Title)

By

~~State Highway Engineer~~
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. W. Cuneo
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator AUG 04 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Glenfield

Oregon State Highway Division
Salem, Oregon, July 29, 1977

Federal Aid Project
No. RS-B579(1)

McKay Creek (Shaw) Bridge Section
County Road in Umatilla County

Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$12,500.00
	Total	$12,500.00

Length of Project- - - - 0.013 miles

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	County Funds
P.E.	$ 12,500.00	$10,725.00	$1,775.00	$ - -
Retain in PS & E Status				
Structure (Contract)	90,000.00	77,220.00	6,390.00	6,390.00
Total	$102,500.00	$87,945.00	$8,165.00	$6,390.00

Prefix: 530-1931 P.E.

8612

September 30, 1977

Umatilla County
Board of Commissioners
Courthouse
Pendleton, OR 97801

ATTN: Mr. Carlos Van Elsberg
Director of Public Works

Gentlemen:

On September 29, 1977, a satisfactory bid was received from Douglas S. Coats Construction, P.O. Box 311, Bend, Oregon, 97701 for the McKay Creek (Shaw) Bridge Section, FAS 8579.

The anticipated construction cost based on their bid is as follows:

Bid Items	$84,571.00
Erosion Control	500.00
4½% Contingencies	3,828.20
10% Engineering	8,507.10
ESTIMATED TOTAL COST	$97,406.30

FHWA 83,769

County's Advance Deposit:
7% of $97,406.30 = $6,818.44 or say $6,800.00.

Please make your check in the amount of $6,800.00 payable to the Oregon State Highway Division and send it to Mr. George Strawn, Region 5 Federal Aid Engineer, 2111 Adams Ave., P.O. Box 850, La Grande, Oregon, 97850 prior to October 21, 1977.

Very truly yours,

Robert H. Prange
Local Projects Manager

RHP:lml

bc: w/att. George Strawn - Upon receipt of County's check, notify Virgil Boyd at 378-6563, attachea copy of the notification of advance deposit No. AD-325 and submit to Finance Branch.

8612 U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION 9-7-77

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-B579(1)

STATE PROJECT NO. See below

COUNTY NAME Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70339

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 16 '77
REFER TO
FOR
Info | Instr | R/D | D/R | Sign | Al | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
9-7-77	9-7-77	Secondary B579	County Rd.

GENERAL LOCATION:

"McKay Creek-Shaw Bridge Section"

GENERAL DESCRIPTION OF WORK:

Structure (Code X080 miles .013)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. J. B. Boyd dated 8-24-77 that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-7-77	G K Hoesmer	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-69) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8612

FAS B479

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 8/30/77
Donald L. Bennett

9-22-77 Bid Letting _____ All Clear Deadline

SECTION McKAY CREEK (SHAW) BRIDGE
Highway FAS B479 Spring Hollow Road
County Umatilla Region _____
Type of Work Str. Funds FAS-C
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration	X					
Project Assessment		X			X	Stream problems willbe covered by Permit
Write-off Letter	X					
PERMITS:						
Division of State Lands		X			X	No significant problems
D.O.G.M.I.	X					
Corps of Engineers		X			X	General Permit
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution						
CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage	X					
NOISE:						
Noise Study	X					

Section McKay Cr. - Smith Ck. Programming Estimate $ [illegible]

Highway [illegible] Project Length

County [illegible] Completion Time 120 cal. days

Kind of Work [illegible] 8/24/77

Prefix 5.20-1121 FA Project No.

ESTIMATED CONSTRUCTION AUTHORIZATION

103,983.00
~~106,574.00~~

Estimated Contract Amount		$
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	1	500
State Furnished		
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Misc. Permit Fees		
		$ 500
		$ 104,483.00
Contingencies (4-1/2%)		4,701.24
Engineering (90 %)		9,403.97
[redacted]		$
[redacted]		
Estimated Net Authorization, Construction		$ 118,588.21

APPROVED

Road Design Engineer

BEN GIFFORD

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date

Section McKay Cr (Shaniko)

County Rev. 8/24/77

Kind Of Work

Length

Name Dry

8-22-77 Rod

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization 8%		All	All		~~80~~ 75
	Roadwork					
	General Excavation		Cu.Yd.	150	8—	120
	Toe Trench Excavation		Cu.Yd	269	10—	269
	~~48" Corr. Culvert Pipe~~		~~Lin.Ft~~	~~34~~	~~61.50~~	~~209~~
	Guardrail in Stock pile		All	All		2000
	Loose Riprap, Class 700		Cu Yd	435	15—	6570
	Filter Blanket		Cu Yd	104	12—	1248
	STRUCTURE					
	Bridge Removal Work		All	All		6000
	Shoring, Cribbing, Etc.		All	All		2000
	Structure Excavation		Cu Yd	240	10-	2400
	Furnish HP 12x53 Steel Piling		Lin Ft	420	10	4206
	Drive Steel Piles		Ea.	14	500	7000
	Splice Steel Piles		Each	3	50	150
	Structural Concrete, Class 3300 (110 cy @ 200)		All	All		22,000
	4'x 73'/75' Prestressed Slab		Ea.	7	4200	29,400
	Reinforcement (10,000 @ .35)		All	All		3500
	42" Rail with Channel		Lin Ft	175	35	6125

Section McKay Creek Gravel Bridge — Programming Estimate $

Highway FAS B57 — Project Length

County Wadena — Completion Time 120 Cal. days

Kind of Work Structure

Prefix 530-1931 — FA Project No.

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 106,574.00

Anticipated Additional Items:

Royalty Payment

Section McKay Creek Upstream Bridge — Programming Estimate $ _____

Highway FAS 857 — Project Length _____

County Wasco — Completion Time 120 Cal. days

Kind of Work Structure

Prefix 530-1931 — FA Project No. _____

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 106,574.00
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	X 500	
State Furnished		
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Misc. Permit Fees		
		$ 500
		$ 107,074.00
Contingencies (4-1/2%)		4818.33
Engineering (~~10~~ 9 %)		~~10,707.40~~ 9636.60
~~Credit for~~		$
Estimated Net Authorization, Construction		$ ~~122,499.73~~ 121,528.93

APPROVED

_____

Road Design Engineer

SUMMARY--BID SCHEDULE--COST ESTIMATE Date _____

Section McKay Cr. Slough Co. _____ County _____

Kind Of Work _____ Length _____ Name Dry
8-22-77 Rod

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization 8%		All	All		8000
	Roadwork					
	General Excavation		Cu Yd.	150	8—	1200
	Toe Trench Excavation		Cu Yd	269	10—	2690
	48-in Culvert Pipe		Linft	34	61 50	2091
	Guardrail in Backfill		Each	All		2000-
	Loose Riprap, Class 700		Cu Yd	435	15—	6570
	Filter Blanket		Cu Yd	104	12—	1248
	Structure					
	Bridge Removal Work		All	All		6000
	Shoring, Cribbing, Etc.		All	All		2000
	Structure Excavation		Cu Yd	240	10-	2400
	Furnish HP 12x53 Steel Piling		Each	420	10	4206
	Drive Steel Piles		Each	14	500	7000
	Splice Steel Piles		Each	3	50	150
	Structural Concrete, Class 3300 (110 yd³)		All	All		22,000
	4'x 72/75' Prestressed Slab		Each	7	4000	29,400
	Pavement Removal (1000 @ 35)		All	All		3500
	2'-6" Rail with Channel		Linft	175 ~~125~~	35	6125

.8612

ROBERT W. STRAUB
GOVERNOR

P. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE HIGHWAY DIVISION

Region 5 Office
W. E. Schwartz, Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

August 4, 1977

Mr. Carlos Van Elsberg, Roadmaster
Umatilla County Road Department
P. O. Box 1245
Pendleton, Oregon 97801

Dear Carlos:

RE: Preliminary Plans, McKay Creek (Shaw) Bridge
FAS 8579, Spring Hollow Road

Enclosed are two copies of the preliminary plans for the referenced project.

Please review the plans carefully and if found to be acceptable, present them to the Board of Commissioners for signature. If revisions are needed, please show them in red.

Note that our Design Section in Salem has determined that the structure's upstream wingwalls are to be protected from erosion with Class 700 riprap. This will require the County to acquire a construction easement to place this material. I have contacted Verne Allen, our Regional Right of Way Supervisor, and explained that the County would like us to draft the necessary documents. He indicated that this would be done. I also asked him to monitor your negotiations for the easement.

It is important that all the required documents, i.e., permit of entry, waiver of public hearing, Right of Way and Utilities Certification, etc., be completed and submitted before August 18 so that this project can be let for bidding by September 22.

After the plans have been signed, return one copy to this office for further processing.

Sincerely,

George Straum

George Straum
Regional Planning Coordinator

GS/dm
Enclosure
cc: Gerald Wimer
D. O. Christensen
Verne Allen
W. C. Ferguson

Form 81-734-3123

8612

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

527 S.W. HALL STREET
PORTLAND, OREGON 97201

(503) 221-1646

LARRY RICE, EXECUTIVE DIRECTOR

REGULAR MEMBERS

CLACKAMAS COUNTY
Barlow
Canby
Estacada
Gladstone
Happy Valley
Johnson City
Lake Oswego
Milwaukie
Molalla
Oregon City
Rivergrove
Sandy
West Linn
Wilsonville

MULTNOMAH COUNTY
Fairview
Gresham
Maywood Park
Portland
Troutdale
Wood Village

WASHINGTON COUNTY
Banks
Beaverton
Cornelius
Durham
Forest Grove
Gaston
Hillsboro
King City
North Plains
Sherwood
Tigard
Tualatin

ASSOCIATE MEMBERS

CLARK COUNTY
Vancouver
Camas

Columbia City
Scappoose
St. Helens
The Port of Portland
Tri-Met
The State of Oregon

Versteeg
Olson
Scott
Swenson
Savage
Trout

RECEIVED
AUG 10 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

July 28, 1977

Mr. D.H. Moehring
State Highway Division
Department of Transportation
207 Transportation Building
Salem, Oregon 97310

RE: McKay Creek Bridge
CRAG File #77634

Dear Mr. Moehring:

The proposed project has been reviewed by CRAG's staff and has satisfied the requirements of OMB Circular A-95 Revised.

Copies of the proposed project have been mailed to interested jurisdictions within the region. The proposed project appears to be consistent with existing local plans and policies. In addition, the project does not violate any adopted regional plans or policies.

Sincerely,

Larry Rice

Larry Rice
Executive Director

LR/PG:ls
4:4

cc: Economic Development Administration

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
W. J. Hart
Reg. 1 Eng.: E. L. Hardt
Dist.2 Eng.: W. W. Geibel
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

BEN GIFFORD
6-22-77

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☐ FAE ☑ OPE ☐
AUG 1 1977

File: PM FA LG OP
TAA

CLEARINGHOUSE REPORT

To be used by all Clearinghouses, Committees, and agencies.
Please try to complete and send to addressee within one week.

1. **Re:** /XX/ **Notice of Intent** **OMB Program #** _____

/__/ **Environmental Impact Statement** **Date** 21 July 1977

/__/ **Other** _____

2. **Project:** **Name** McKay Creek (Shaw Bridge)

Location Umatilla County (8 miles south of Pendleton)

Applicant Agency State Highway Division

Contact D. H. Moehring **Tel.** 378-6563

3. **This report is** (check one):

/__/ **From County Clearinghouse** _____

To East Central Oregon Association of Counties
Box 1427, Pendleton, OR 97801

/XX/ **From East Central Oregon Association of Counties**

To Applicant Agency.

4. **Comments:**

( ) **Project has no effect in this area and we have no comment.**

(X) **Project has no adverse effects and we approve.**

( ) **Project has adverse effects and we disapprove.**
(See explanation below.)

( ) **We require more information (see below).**

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg ✓
Gary Potter
W. J. Hart

Reg. 5, W. E. Schwartz
Dist. 12, H. W. Oswald
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

Versteeg
Olson
Service
Trout

DEN GIFFORD

6-22-77
AS EDH

RECEIVED
AUG 0 9 1977
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up ___/___/___
Other

8612 FAS 579

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
July 15, 1977

Duane O. Christensen
Final Design Engineer

Dale Allan
Region Construction Engineer

McKay Creek [illegible] Bridge
FAS B579 (Spring Hollow Road)
Umatilla County

Based on Region's recommendations final contract plans will be prepared calling for the contractor to construct the bridge, place the riprap and furnish the guardrail.

The plans and specifications will note that the road is to be closed and signed by the County. The closure will require out of direction travel for three to four months. The plans will also note that the guardrail will be installed by the County, that the County will perform the approach grading and paving work and also construct the road approach at the east end of the bridge.

The rock groin work along the easterly bank of the stream as recommended by the Hydraulics Unit will be deleted in its entirety as per Region's request.

DOC:az
cc: F. Eriksen
T. G. Thompson
W. G. Beard

Versteeg ✓
Olson
[illegible]
Scott
2 Swenson
Savage
Trout

RECEIVED
JUL 18 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

July 12, 1977

FROM: R. C. Lang
Region 5 Federal Aid Engineer

SUBJECT: McKay Creek (Shaw) Br.
FAS 8579, Spring Hollow Road
Umatilla County

TO: Duane Christensen
Final Design Engineer

SALEM

On Monday, George Strean and I met with Carlos Van Elsberg to review preliminary plans and estimate of cost for the Shaw Creek Bridge.

We found several items shown on the plans and estimate which conflict with the project application submitted by the County. Attached is a copy of the estimate and one set of plans showing what the County desires on this project.

Please advise if additional information is required to advance the project for bid opening.

I believe it would be in the best interest of everyone concerned for the Design Section to have a copy of the project application so needless time and money are not expended in developing FAS projects.

7-14-77 Note herewith please furnish copy to Design on all local projects Thanks Don H.

Revised project should be structure & riprap only

RCL:sh
Attachments

cc Carlos Van Elsberg
Gerald Wimer w/attach
W. C. Ferguson "

PROJECT MANAGEMENT

JUL 14 '77

REFER TO:

wimer

Info | Investigate | See me

Don H.

Gerald Wimer

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 1 Sheets

Section McKay Creek (Stage) Bridge
Highway Spring Hollow Road — County Umatilla — Prefix 530-1931-905
Length 471' — Miles .09 — Designer Paul Cox — Date 6-28-77
Signed _____ — Title Jr. Designer

Grading & Drainage	$ ~~24,312.00~~
Surfacing	$ ~~11,215.00~~ (10,390.00)
Extra Work	
_____	$ _____
_____	$ _____
_____	$ _____
_____	$ _____
_____	$ _____
_____	$ _____
_____	$ _____
_____	$ _____
_____	$ _____
_____	$ _____
TOTAL EXTRA WORK	$ —
TOTAL	$ ~~40,528.00~~
+14½% Engineering and Contingencies	$ ~~5,878.00~~ (46,416.00)
Structures	
70'x28' structure	$ 103,000
_____	$ _____
_____	$ _____
_____	$ _____
_____	$ _____
TOTAL STRUCTURES	$ 103,000
Right of Way	None $ -- ?
TOTAL ESTIMATED COST	$ ~~149,416.00~~

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date 6-28-77

Location McKay Creek (Shaw) Bridge — County Umatilla

Kind Of Work Grading, Structure & Paving — Length .09 Mi (471') — Name Bal Cox

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization 8%	Delete - Revise	Lump Sum			~~1,632.00~~
2	Temp. Protect & Direct of Traffic	Delete	Lump Sum			~~500.00~~
	Obliteration of Exist. Roadway	Delete	Sq. Yd.	~~450~~	~~1.00~~	~~1,125.00~~
4	General Excavation (506 - 1175 = 168)	Delete	C.Y.	~~1,681~~	~~3.00~~	~~5,043.00~~
5	Trench Excavation (5 - 4 = 1)	For 48" pipe only	C.Y.	~~55~~ 5	10.00	~~550.00~~ 50.00
6	Aggregate Ease Material (520 - 128 = 392)	Delete	C.Y.	~~742~~	~~10.00~~	~~7,420.00~~
	Aggregate Leveling Material	Delete	C.Y.	~~17~~	~~10.00~~	~~170.00~~
8	Class "C" Asphaltic Concrete (157 - 17 = 140)	Delete	Ton	~~140~~	~~20.00~~	~~2,800.00~~
	Asphalt in Mix	Delete	Ton	~~10~~	~~60.00~~	~~600.00~~
	Aggregate in Prime Coat	Delete	C.Y.	~~4~~	~~15.00~~	~~135.00~~
	Asphalt in Prime Coat	Delete	Ton	~~2~~	~~150.00~~	~~300.00~~
	Watering (117 - 11 = 240)	Delete	M-Gal.	~~20~~	~~10.00~~	~~300.00~~
13	48-inch Culvert Pipe	O.K.	Lin. Ft.	34	50.00	1,700.00
	30-inch Culvert Pipe	Delete	~~Lin. Ft.~~	~~40~~	~~24.00~~	~~1,000.00~~
	Guard Rail (Type 3A)	Furnish at Bridge Site	Lin. Ft.	75	10.00	~~750.00~~
	Guard Rail Anchors (Type 1)		Each	3	300.00	~~900.00~~
	Rail End Units (Type C)		Each	4	125.00	~~500.00~~
13	Loose Riprap (Class 300) (377)	O.K.	C.Y.	379	15.00	5,685.00
	Filter Blanket Matl.	O.K.	C.Y.	95	12.00	1,140.00
	Extra For Asph. Apron	Delete	Each	1	~~150.00~~	~~150.00~~
	Fence (Type 2) Remove & Replace (300)	Delete	Lin. Ft.	300	~~2.50~~	~~750.00~~
	Guard Rail (Type 3)	Furnish at Bridge Site	Lin. Ft.	112.5	20.00	~~2250.00~~ (3296.00)
						~~[illegible]~~

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of
Date 6-16-77

McKay Creek (Shaw) Bridge — County Umatilla

Kind Of Work Grading - Excavation — Length — Name Red Cox

No	Item Work	Code	Unit	Quant.	Unit Cost	Total
	Mobilization 8%					3032.00
	Ctrn. Excavation (In bank and Footing to anchor groins)	Contr will do.				
	Loose Rip Rap (Type 700)		Cu. Yd.	400	10.00	4,000.00
			Cu. Yd.	2260	15.00	33,900.00
						37,900.00
	Delete in Entirety					40,932.00
	Engr. & Contg. 14½%					440.00
	Total					$41,372.00

Gerald Wimer

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Section & Summary
3	Plan & Profile

STATE OF

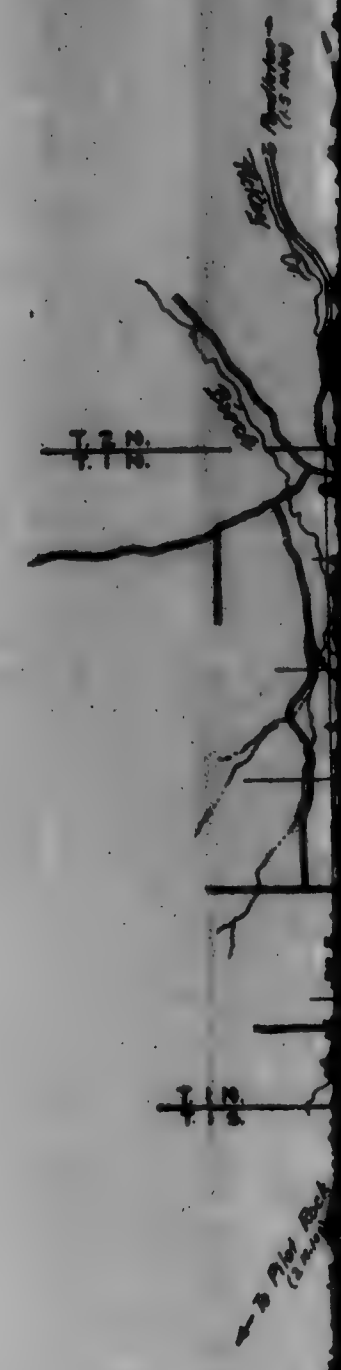
STATE HIGHW

PLANS FOR PR

McKAY CREEK

FAS 8579(SPRI

UMATILL



Sc

Scale

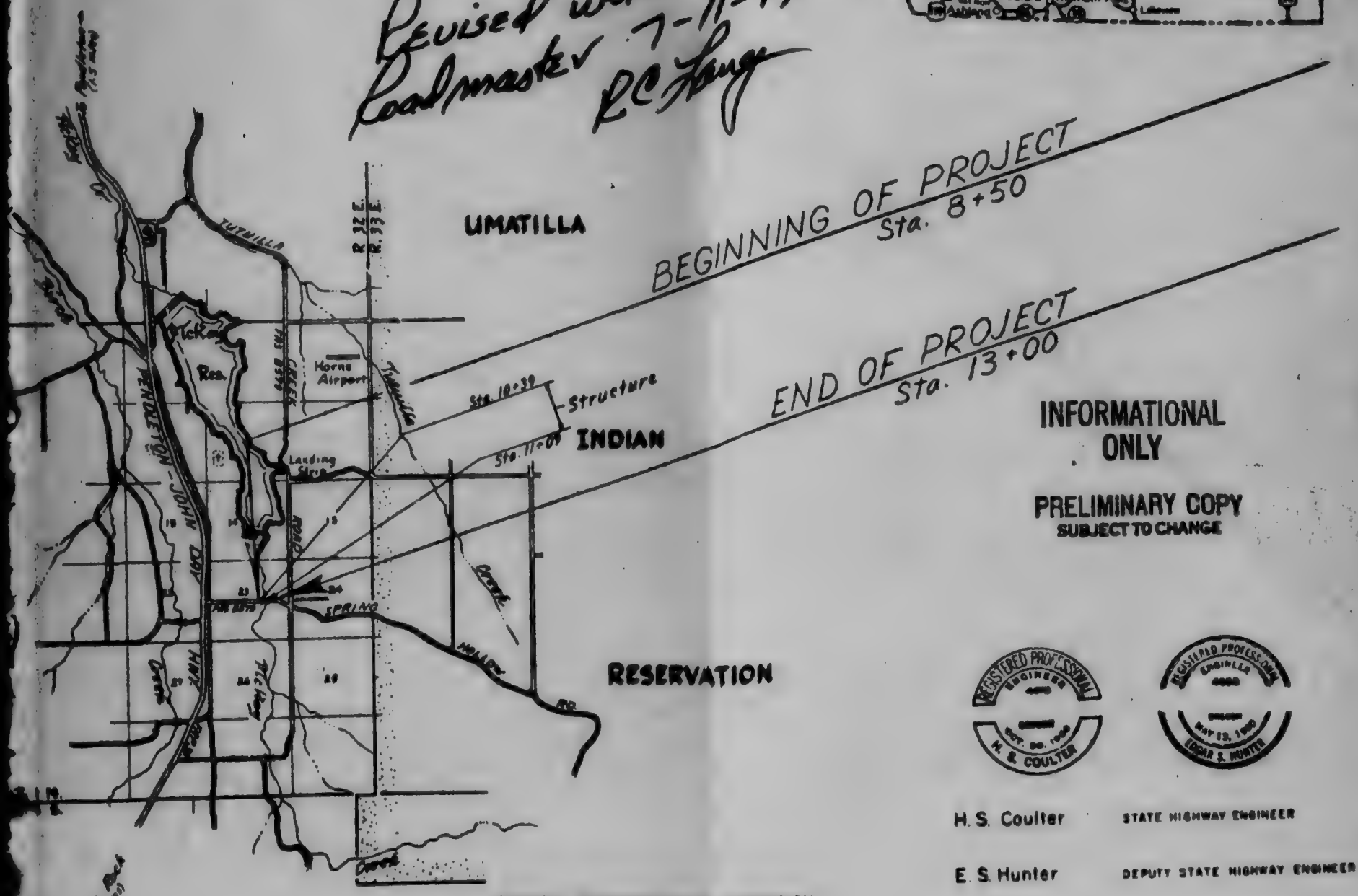
McKAY CREEK (SHAW) BRIDGE FAS 8579 (SPRING HOLLOW RD) UMATILLA COUNTY				SHEET No. 1
HIGHWAY Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

E OF OREGON
GHWAY DIVISION

FOR PROPOSED PROJECT

EEK (SHAW) BRIDGE
(SPRING HOLLOW RD.)
MATILLA COUNTY

INFORMATIONAL ONLY
Revised with County Roadmaster 7-11-77
R C Lange



Sketch Map
Scale 0 1 Miles

INFORMATIONAL ONLY

PRELIMINARY COPY
SUBJECT TO CHANGE

REGISTERED PROFESSIONAL ENGINEER — OREGON — OCT. 20, 1966 — H. S. COULTER

REGISTERED PROFESSIONAL ENGINEER — OREGON — MAY 13, 1950 — EDGAR S. HUNTER

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — DEPUTY STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A Burco	DIRECTOR OF TRANSPORTATION
Fred B. Klaboe	ASSISTANT DIRECTOR FOR OPERATIONS

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DISTRICT ENGINEER — DATE

7.

SEC A-A

NO Groundwork

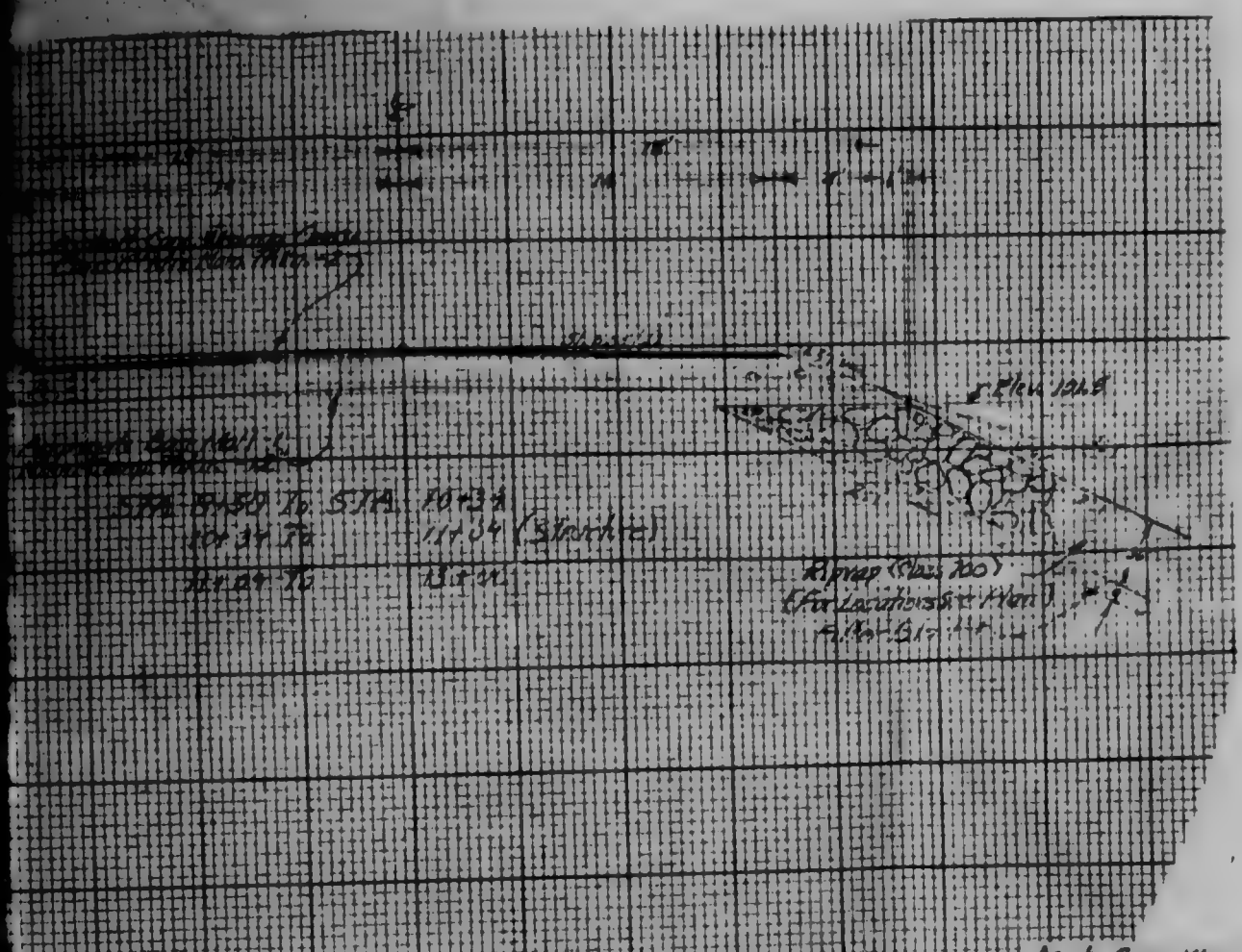
SEC B-B

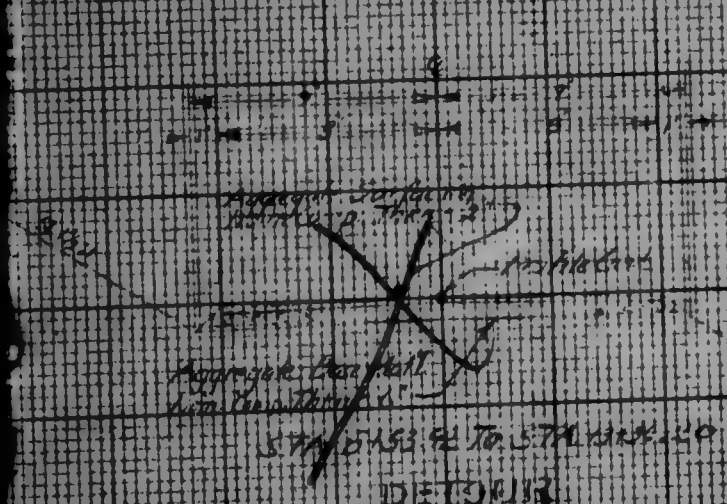
ROCK GRGIN

Cox

McKAY CREEK (SHAW) BRIDGE FAS 8579 (SPRING HOLLOW RD) UMATILLA COUNTY				SHEET No. 2
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			

County to perform road work Contractor to place Rip Rap





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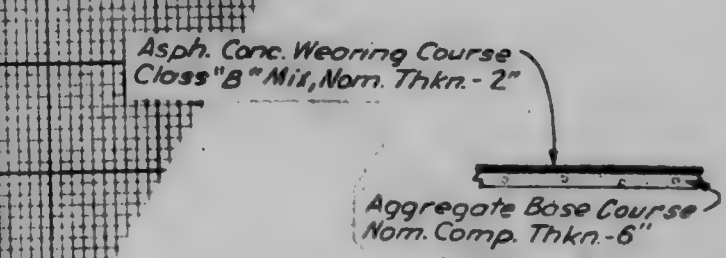
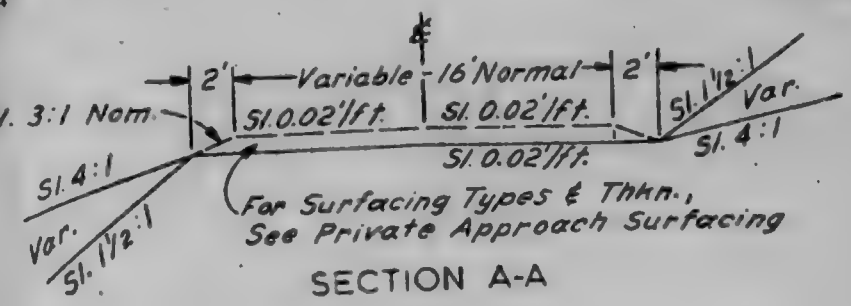
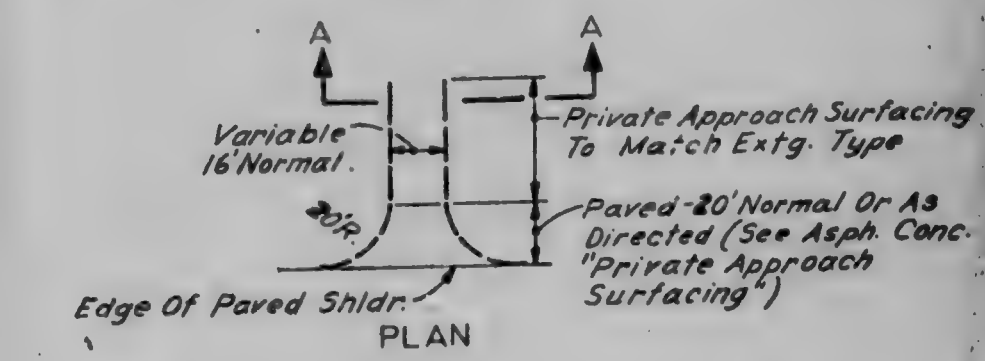


ASPHALT CONC.

PRIVATE DRIVEWAY AND PRIVATE APPROACH SURFACING



SECTION A-A


A
A
Variable 16' Normal.
20'R.
Private Approach Surfacing To Match Extg. Type
Paved - 20' Normal Or As Directed (See Asph. Conc. "Private Approach Surfacing")
Edge Of Paved Shldr.

PLAN

APPROACH

Sec. 23, T.1N., R

(1) Remove Exist. Structure
Bridge No. B-579
Const. Bridge - 70'
Rdwy. Width - 28'
(For Drg. Nos., See Sht. 1)

(2) Const. Guard Rail - 112.5' (Type 3) (Total)
75' (Type 2A) (Total)
(2A) Inst. End Piece - 3 (Type B) (Total)
(2B) Const. Anchor - 3 (Type 2) (Total)
(2C) Inst. End Piece - 1 (Type A)
(For Drg. Nos, See Sht. 1)
Furnish County to install

(3) Const. Loose Riprap (Class 700) 379 C.Y.
Filter Blanket Matl. - 95 C.Y.
(For Details, See Sht. 2)

(4) Sta. 11+40 To Sta. 11+74 (Rt.)
Inst. 48" C.M.P. - 34'
Tr. Exc. 5 C.Y.

(5) Const. Appr. By County

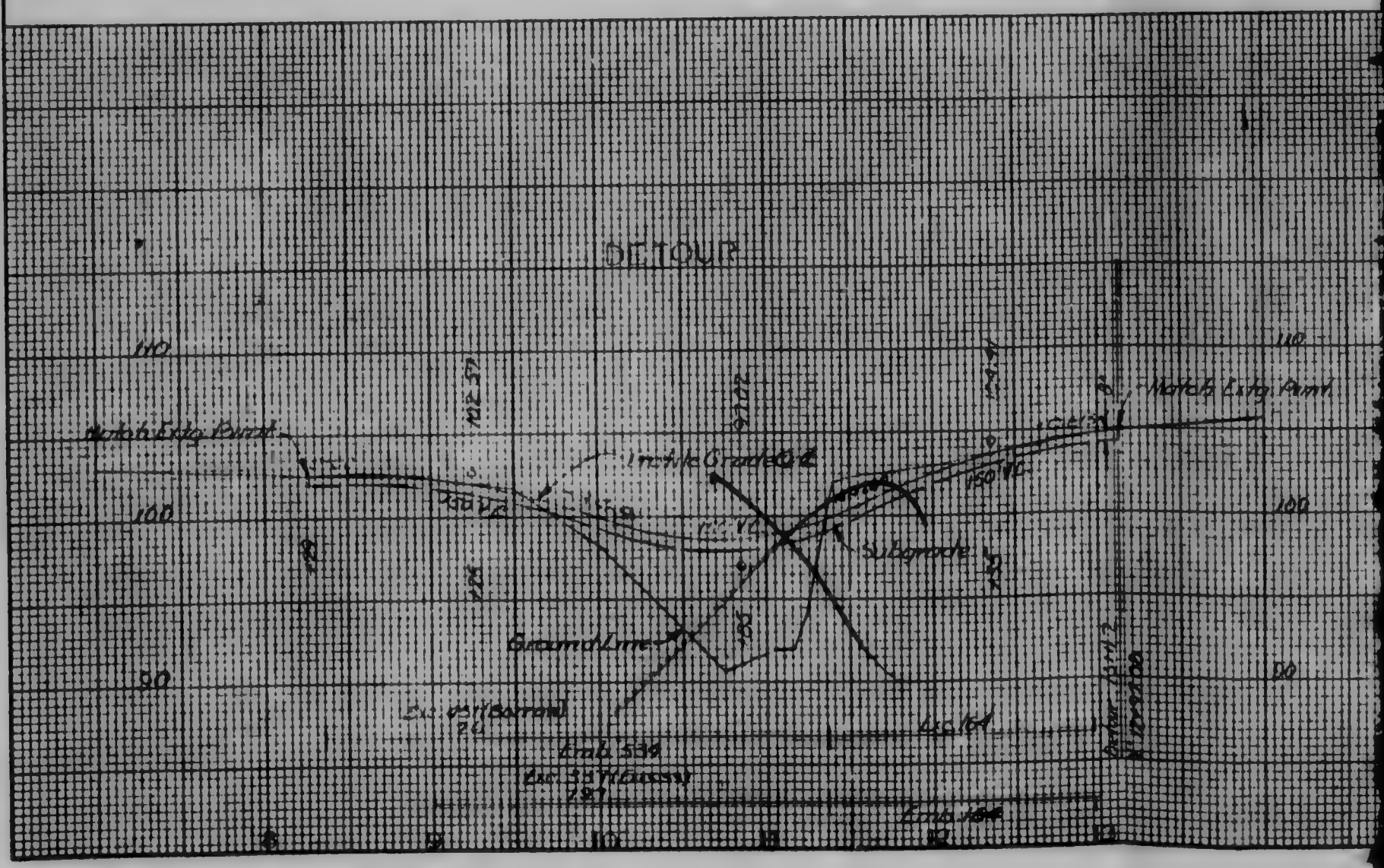
(6) Sta. ~~Detour~~ 10+75
Inst 30" C.M.P. - 42'
Tr. Exc. ~~6~~ C.Y.

(7) Const. ~~Temp.~~ Appr.
Quantities Incl. In Gen. Exc.

(8) Const. ~~Detour~~
Remove ~~Detour~~
Salvage And Reinstall Fence As Required

(9) Const. Rock Groins
Loose Riprap (Class 700) - 2,260
Exc. 39~~0~~ C.Y.
(By Others)
(For Details, See Sht. 2)
Not by County

(10) Relocate Fence As Directed
County to move if required



23, T.1N., R.32E., W.M.

McKAY CREEK (SHAW) BRIDGE FAS 8575 (SPRING HOLLOW RD.) UMATILLA COUNTY				SHEET No. 3
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS INCL. INDEX
10	OREGON			

Detour 8+28.92 P.C.

Detour 20°00' C.L. Δ 24°07'00" T 61.19' L 120.57'

Detour 9+49.49 P.R.C.

Detour 20°00' C.R. Δ 48°13'30" T 128.23' L 241.14

Detour 11+90.63 P.R.C.

Detour 20°00' C.L. Δ 24°07'00" T 61.19' L 120.57'

Detour 13+11.20 P.T. L 12+97.08 P.O.T.

Creek

McKay

Tel. Power

25'(2A) 25(1) 25'(2A) 25(3) 37.5'(3) 25(3) 25(2A)

Desired Bank Line

Rock Groins (By Others)

14°C

BEGINNING OF PROJECT

END OF PROJECT

Delete Work Grou

Match Exist. Pvmt.

Profile Grade @ ℄

200' V.C.

Subgrade

Exc. 50 (Excess) 126 Emb. 126

Exc. 65 (Excess) 199 Emb. 134

No Load Work by Contractor

8612

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 8, 1977

ORIGINAL SIGNED
L. L. WALLACE

FROM: L. L. Wallace
Design Engineer,
Structural Section

TO:
Mr. W. E. Schwartz
Regional Engineer

SUBJECT:
McKay Creek (Shaw) Bridge
McKay Creek (Shaw) Bridge Section
Spring Hollow Road
Umatilla County
Bridge 10642A

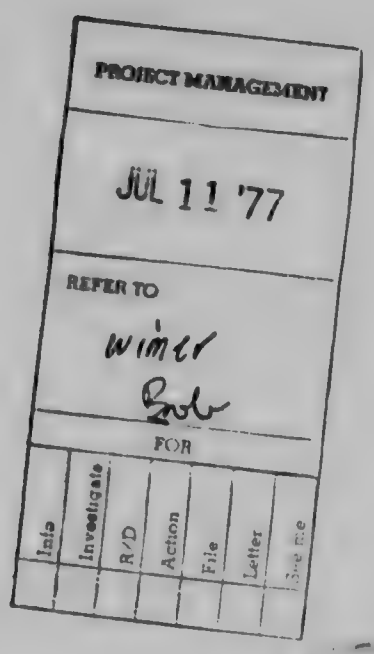
Enclosed are two reduced prints of drawings 32811 through 32814, which are the advance detail drawings for the subject structure. The estimated cost, including an allowance for engineering and contingencies, is $101,000.

We plan to call for bids on this section on September 22, 1977.

These prints are for a field review. Please return one set with your comments and/or corrections noted thereon by August 15, 1977.

GDA:dh
Enclosures

cc Carlos Van Elsberg, kdmstr. /w/ 2 sets
(Umatilla County)
H. A. Schell /w/ 2 sets
Specs Unit /w/ 1 set plus estimate sheet (unchecked) and designer's notes.
Construction /w/ 1 set
Utility Unit /w/ 1 set
County-City Unit
Road Design /w/ 1 set
H. N. Van Cleave /w/ 1 set



8612

ROBERT W STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

July 6, 1977

TO: INTERESTED FEDERAL & STATE AGENCIES

FROM: Frank E. Terpin, Supervisor
Engineering Support Services Unit

SUBJ: General Permit for Fills in Navigable Waters
McKay Creek (Shaw) Bridge
Spring Hollow Road
Umatilla County

Under Section rr of the Department of the Army permit referred to in Public Notice 071-0YA-4-002123 pursuant to Section 404 of the Federal Water Pollution Control Act (86 Stat.816, P.L. 92-500), the State Highway Division is obligated to give notice of at least six months prior to commencement of work that will fall within the scope of the referred to general permit. Plans for this project are nearly complete and we should have the necessary funds for a September 1977 letting. We ask your indulgence and consideration in allowing us to proceed with this project with less than the six months' notice.

We hope to take bids on this project on September 22, 1977 and will need to have your comments by August 25, 1977. If we do not hear from you by this date, we will assume you have no objections and will proceed with the project. A Project Assessment and a sketch map is attached for your information.

The Highway Division will comply with all regulations regarding the protection of water quality.

Attachment
cc Corps of Engineers (2)
Fish and Wildlife Service
National Marine Fisheries Service
Environmental Protection Agency
Oregon State Dept of Environmental Quality
Oregon State Division of Lands

bc G.L. Green
J.H. Versteeg
R.W. Ellison
Gary Potter
C.T. Keasey
D.E. Keyes

DEK:jp

1 Versteeg
Olson
Scott
Swenson
Savage
2 Trout

RECEIVED
JUL 07 1977
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

8612

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
July 1, 1977

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: McKay Creek (Shaw Bridge)
FAS B579 (Spring Hollow Rd.)
Umatilla County

TO: W. E. Schwartz
Region 5 Engineer

Attn: Roger Lang
Federal Aid Engineer

Enclosed are five copies each of Informational Preliminary Plans, cost estimates and plan sheets with slope lines.

Please review the information with the County to determine whether the plan details and project cost are acceptable to them.

We have included a cost sheet for the Groin work, which is recommended by the Hydraulics Section, but not included in the project. Mr. Lenz discussed this work with the County Engineer.

Easements will be necessary for the riprap areas at the four corners of the structure, the detour and for the groin construction if the County wishes it to be included in the project. We assume the County would take care of obtaining the necessary easements (descriptions and negotiations).

The project is presently scheduled for the September 22, 1977, contract letting. A 404 Permit will be required for the specific work to be contracted by the State.

We are on a rather tight schedule if we are to obtain the necessary work permits for a September letting. Your early attention to determining the County's position on the project will be appreciated.

FE:az
cc: Fred Eriksen
Bob Prange

PROJECT MANAGEMENT
JUL 1 '77
REFER TO: Wimer Prange
FOR
Info | Investigate | R/D | Action | File | Letter | See me

NOTED

8612

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

07-77

0530

Attention: Right-of-Way Section

Subject: Federal Aid Project No. Rs-B579( )
Project Name McKay Creek (Shaw) Bridge
FAS B579

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

PROJECT MANAGEMENT
PME ☐ OM ☐
LGE ☐ OPE ☐
AUG 17 1977
TM OR File: PM FA LG OP

☒ a. There has been no displacement of persons from residences, farms or businesses.

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Pendleton, Oregon, this 27th day of June, 1977

Copy to Adel E Reynolds 8/17/77

County of Umatilla

C. K. Smith
County Judge/Chairman

Certified By:

Vernon G. Allen
Regional Right-of-Way Supervisor

Date 7/13/77

RIGHT OF WAY SECTION
RECEIVED
JUL 15 1977

Jim Roberts
Commissioner

Barbara Lynch
Commissioner

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

8612.

ODOT B-12

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

June 22, 1977

TO Executive Department
Federal Aid Coordination Unit

East Central Oregon Association of Counties
116 South Main, Room 15
Pendleton, OR 97801

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 12
Section: McKay Creek (Shaw Bridge)
Highway: Spring Hollow Road
County: Umatilla

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be July 22, 1977.

BLG: dmc

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
R. W. Ellison

Region Engineer: W. E. Schartz
District Engineer: H. W. Oswald
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
JUN 22 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

ODOT B-12

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	[1-8] PNRS #	Page One

02	[12] APPLICANT: State Highway Division [45]	[46] DIVISION: Dept. of Transportation [79]			
03	[12] APPLICANT ADDRESS STREET: 207 Transportation Bldg. [45]	[46] CITY: Salem [60]	[76] ZIP: 97310 [80]		
04	[12] CONTACT PERSON: D. H. Moehring [45]	[46] AREA CODE: 503 [48]	[49] PHONE: 378 [55]	[56] EXTENSION: 6563 [59]	
01	[12] PROJECT TITLE: McKay Creek (Shaw Bridge) Spring Hollow Road [71]				
11	[12] PROJECT LOCATION—CITY: -	PROJECT LOCATION—COUNTY: Umatilla	PROJECT LOCATION SEC: T: R: [79]		
05	SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK): Replacement of deficient bridge over McKay Creek on the Spring Hollow Road				
06	[12] 8.0 miles south of Pendleton. [71]				
07	[12] [71]				
08	[12] [71]				
09	[12] [71]				
10	[12] [71]				

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	[12] (A) Grant [19]	[20] (B) Other [27]	[28] (C) State [35]	[36] (D) Local [43]	[44] (E) FUNDS [51]	[52] (F) FUNDS [60]
	90,000	-	-	-	-	90,000

13	[12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45]	[46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79]
14	[12] FEDERAL PROGRAM TITLE: Title I, Public Works Employment Act of 1977 [71]	
15	[12] FEDERAL AGENCY NAME: U.S. Dept. of Commerce [45]	[46] FEDERAL SUB-AGENCY NAME: Economic Development Administration [79]

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?			(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
Yes	No	Date:	Yes	No	Yes	No	Yes	No
[X] 29	[ ] 30	June 22, 1977	[X] 31	[ ] 32	[ ] 33	[X] 34	[ ] 35	[X] 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	July	22	1977

ADDITIONAL INFORMATION--ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☒ Yes ☐ Date:

VI. If project includes state funds (12C), identify agency None

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

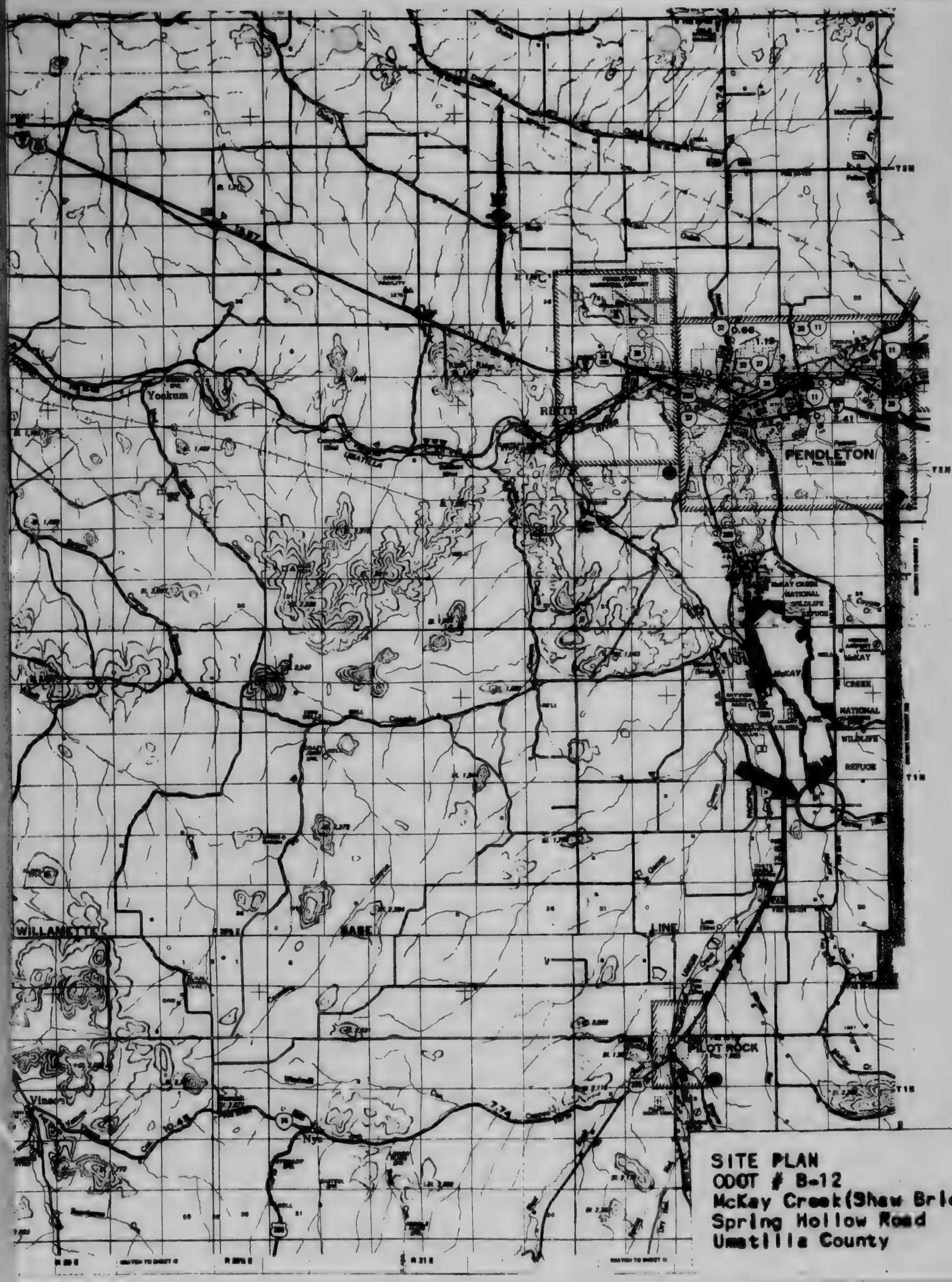
	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a Category 3 Project of nonmajor environmental impact under Oregon's Action Plan.



SITE PLAN
ODOT # B-12
McKay Creek(Shaw Bridge)
Spring Hollow Road
Umatilla County

8612

9

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: June 20, 1977

FROM: Gerald Wimer
Local Government Engineer

SUBJECT: Bridge Project Agreement Draft
EDA Grant Application No. B-4
Lookingglass Creek Bridge
Union County

Herewith for your consideration is a draft of a proposed agreement with Union County. The State would submit the application for an EDA grant on behalf of the County. If the grant is received, we would design and construct the bridge and the County would pay 100 percent of all costs over the amount of the grant.

If this draft is acceptable, the same format would be used for agreements with Umatilla County (Shaw Bridge) and Washington County (McKay Creek Bridge).

Please study the contents of the draft and, if you approve, return to this office for preparation in final form.

GW:lml

Attachment

APPROVED
STATE HIGHWAY ENGINEER
DATE: 6/21/77

6-21-77 Visit. O-K by Hunter

RECEIVED
STATE HWY ENGR
JUN 20 '77
REFER TO

01.125.1387

8612

FORM 81-734-5020

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 8, 1977

FROM: T. G. Thompson
Supervising Design Engineer

TO: W. E. Schwartz
Regional Engineer

Attn: Roger Lang
Regional Federal Engineer

SUBJECT:

McKay Cr. (Shaw) Br.
McKay Cr. (Shaw) Br. Section
Spring Hollow Rd. FAS-C B579
Umatilla County
Bridge No. 10642A

Enclosed are four prints of Drawings 32788, 31874 which are the preliminary plan and elevation and vicinity map for the subject structure. The estimated cost, including an allowance for engineering and contingencies, is $106,500.

These are being sent to you to obtain Umatilla County's approval. Please return one set to this office with the County Commissioner's approval stamped thereon as soon as possible.

It is planned to call for bids on this section on July 28, 1977.

cc H. A. Schell /w/ 1 encl.
Road Design /w/ 1 encl.
~~County-City~~ Unit

PROJECT MANAGEMENT

JUN 9 '77

REFER TO

FOR

Info | Investigate | R/D | Action | File | Letter | See me

NOTED

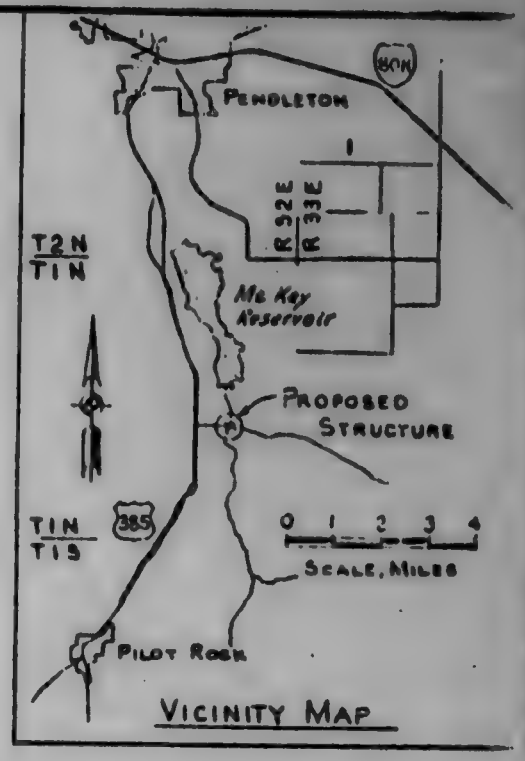
MANNOR C. HOLMES

8612 6-1-77

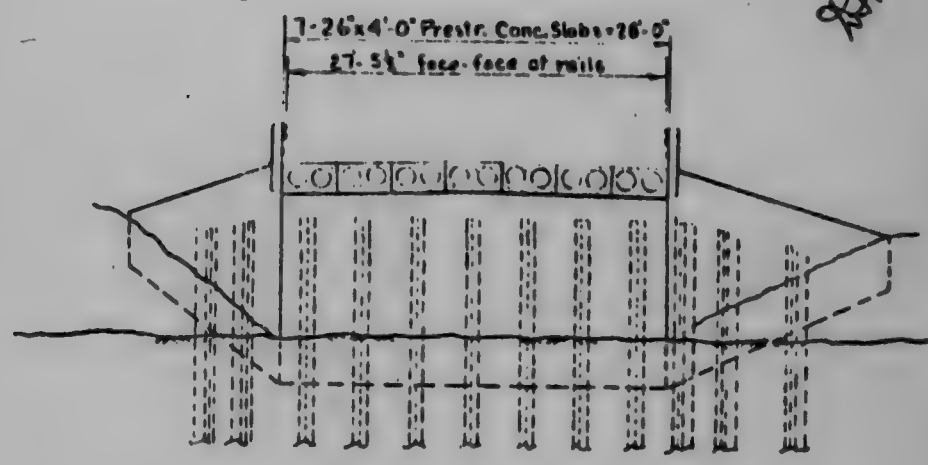
Line 3 _____

- ——— - ———

NW Line _____
Aerial power & phone lines along R/W



VICINITY MAP



TYPICAL DECK SECTION & ABUTMENT
SCALE ¼"=1'-0"

F. K. "WOODY" STARRETT
BARBARA LYNCH
FORD ROBERTSON
J. D. FOUQUETTE

APPROVED: BRIDGE ENGINEER / DEPUTY STATE HIGHWAY ENGINEER	OREGON STATE HIGHWAY DIVISION BRIDGE SECTION
DESIGNED / DRAWN / CHECKED / REVIEWED / REVIEWED / CALC. BOOK	McKAY CREEK (SHAW) BRIDGE SPRING HOLLOW ROAD FAS-C B 579 UMATILLA COUNTY
DATE / REVISION	PRELIMINARY PLAN & ELEVATION
	ACCOMPANIED BY DWGS.
	DATE June 1, 1977 BRIDGE NO. 10642A
	SHEET 1 OF 1 DRAWING NO 32788

8612

2-24-77

McKAY CREEK (SHAW) BRIDGE
FAS-C B-579
UMATILLA COUNTY
PREFIX 530-1931

VICINITY SURVEY FOR BRIDGE
NARRATIVE REPORT

DESCRIPTION:

From M.P. 0.5 to M.P. 0.87 on Spring Hollow Road, approximately 9 miles South of Pendleton.

GENERAL:

The new bridge and its approaches will be on the same alignment but the grade will have to be raised approximately one foot to maintain the waterway. If the contract is let in may no detour will be required as the adjacent farmers can ford the creek and the road can be closed. If the bridge is not completed by July 15, 1977, the beginning of the wheat harvest, a detour WILL be required. The normal flow at that time of year is 6-8 cfs.

The County Court has stated that they would do the paving but want the obliteration of the existing asphalt pavement and the 1"-0 base material in the contract, this work should extend 400 feet from each end of the new structure.

HYDROLOGIC & HYDRAULIC DATA:

You will find a photograph taken on Jan. 30, 1965, this is the extreme discharge in the period of record. I have talked to the Shaw family, that worked during this period of time removing large amounts of drift and by their actions were credited by the County for saving the existing structure, and they stated that no water went over the roadway during the flood, and that drift was a problem almost every year.

Some work has been done in the channel in the last year by the U. S. Department of Agriculture, Soil Conservation Service, (3 sheets of their plans are included).

Also included is a copy of the record for the McKay Creek gaging station for the water year October 1973 to September 1974, at the bottom of that report I have added the date and amount of maximum discharge for each year from 1965 thru 1975.

To improve the waterway and to be able to riprap the East abutment of the new structure. It is recommended the span length be increased 20 feet and a pipe, of sufficient size to carry the water in the drain ditch on the right side of the existing road must be installed. During extreme runoff this ditch is level full at station 16+00 (section included).

Class 700 riprap should be placed 25' right and left at abutment No. 1 and 100' right and 25' left on abutment No. 2, As can be seen in the photographs there are a number of trees in the area to be riprapd, at abutment No. 2 right, it should be stated in the special provisions that these will remain in place and the riprap placed around them.

GRADING:

The only grading required will be obliteration of the existing surfacing and cutting down of the existing rock and earth roadway and shoulders necessary

McKAY CREEK (SHAW) BRIDGE SURVEY
PREFIX 530-1931
NARRATIVE REPORT (CONT'D)

to accomodate the base rock under the new pavement.

If the project cannot be completed by July 15, 1977 and detour is required, material could be obtained from OSHD gravel pit No. IR-5-834 Northeasterly from the structure, upon completion of the new structure the material could be returned to the pit.

RIPRAP:

Class 700 riprap can be obtained from a State quarry located on Reith Road, one mile West of the Umatilla County shops. This would be approximately 15 miles from the structure.

SURFACING:

Due to the small amount required commercial material must be used, the nearest source is in Pendleton approximately 15 miles from the project. Paving will be done by the County.

TRAFFIC CONTROL:

County forces will do all required signing.

PROPOSED BRIDGE DESIGN:

It appears piling can be driven from 30 to 35 feet below the existing pavement. If the Foundation Section concurs, it is recommended that 10" H pile with 14WF87 cap can be used.

The superstructure should be 7-4' wide X 39" deep X 100' box beams with bolt-on rail and channel.

The existing bridge should become the property of the Contractor.

McKAY CREEK (SHAW) BRIDGE
FAS-C B-579
UMATILLA COUNTY
PREFIX 530-1931

COST ESTIMATE

NO.	ITEM AND QUANTITY	UNIT	UNIT PRICE	AMOUNT
	ROADWORK			
001	MOBILIZATION	1.000 LUMP SUM	2,500.000	2,500.00
002	OBLITERATION OF EXISTING ROADWAY	1.000 LUMP SUM	500.000	500.00
003	1"-0 AGGRAGATE BASE	625.000 CU YD	10.000	6,250.00
004	GENERAL EXCAVATION	300.000 CU YD	3.000	900.00
005	GUARD RAIL TYPE 2A	200.000 LIN FT	10.000	2,000.00
006	GUARD RAIL ANCHORS TYPE 1	4.000 EACH	250.000	1,000.00
007	RAIL END PIECES TYPE C	4.000 EACH	100.000	400.00
008	48" CMP PIPE	34.000 LIN FT	50.000	1,700.00
	STRUCTURE			
009	BRIDGE REMOVAL WORK	1.000 LUMP SUM	4,000.000	4,000.00
010	STRUCTURAL EXCAVATION	40.000 CU YD	10.000	400.00
011	FURNISH HP 10X42 STEEL PILING	350.000 LIN FT	12.000	4,200.00
012	DRIVE STEEL PILES	10.000 EACH	250.000	2,500.00
013	SPLICE STEEL PILES	2.000 EACH	100.000	200.00
014	4-100-105 PRESTRESSED BOXES	7.000 EACH	8,000.000	56,000.00
015	STRUCTURAL STEEL	1.000 LUMP SUM	3.000.000	3,000.00
016	METAL RAIL WITH CHANNEL	200.000 LIN FT	30.000	6,000.00
017	RIPRAP CLASS 700	300.000 CU YD	10.000	3,000.00
			total	94,550.00
	CONTINGENCIES (4½)			4,254.75
	CONSTRUCTION ENGINEERING (10%)			9,880.48
			grand total	$108,685.23

McKAY CREEK (SHAW) BRIDGE
FAS-C.B-579
UMATILLA COUNTY
PREFIX 530-1931

COST ESTIMATE

NO.	ITEM AND QUANTITY	UNIT	UNIT PRICE	AMOUNT
	ROADWAY			
001	MOBILIZATION	1.000 LUMP SUM	2,500.000	2,500.00
002	OBLITERATION OF EXISTING ROADWAY	1.000 LUMP SUM	500.000	500.00
003	1"-0 AGGRAGATE BASE	625.000 CU YD	10.000	6,250.00
004	GENERAL EXCAVATION	300.000 CU YD	3.000	900.00
005	GUARD RAIL TYPE 2A	200.000 LIN FT	10.000	2,000.00
006	GUARD RAIL ANCHORS TYPE 1	4.000 EACH	250.000	1,000.00
007	RAIL END PIECES TYPE C	4.000 EACH	100.000	400.00
008	48" CMP PIPE	34.000 LIN FT	50.000	1,700.00
	STRUCTURE			
009	BRIDGE REMOVAL WORK	1.000 LUMP SUM	4,000.000	4,000.00
010	STRUCTURAL EXCAVATION	40.000 CU YD	10.000	400.00
011	FURNISH HP 10X42 STEEL PILING	350.000 LIN FT	12.000	4,200.00
012	DRIVE STEEL PILES	10.000 EACH	250.000	2,500.00
013	SPLICE STEEL PILES	2.000 EACH	100.000	200.00
014	4-100-105 PRESTRESSED BOXES	7.000 EACH	8,000.000	56,000.00
015	STRUCTURAL STEEL	1.000 LUMP SUM	3.000.000	3,000.00
016	METAL RAIL WITH CHANNEL	200.000 LIN FT	30.000	6,000.00
017	RIPRAP CLASS 700	300.000 CU YD	10.000	3,000.00
			total	94,550.00
	CONTINGENCIES (4½)			4,254.75
	CONSTRUCTION ENGINEERING (10%)			9,880.48
			grand total	$108,685.23

8612

FAS-C B579
Umatilla Co.

OREGON STATE
HIGHWAY DIVISION

Region 5 Office
W. E. Schwartz
Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

December 20, 1976

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Carlos Van Elsberg, Roadmaster
Umatilla County Road Department
P. O. Box 1245
Pendleton, OR 97801

Dear Carlos:

RE: Proposed Project
McKay Cr. (Shaw) Br.
FAS B579

Attached for your information is a copy of the approved assessment of your proposed project which has been concurred in by the Federal Highway Administration.

During the development of the project, the County shall perform and document responsibilities set forth in the Oregon Action Plan, particularly citizen involvement and participation, environmental aspects and public hearing requirements. A check list of required items is shown on pages 51 and 52.

Mr. H. N. Van Cleave, Resident Engineer in Pendleton, will be in charge of field engineering for the project which should be started very soon. Should you have any questions concerning the Action Plan or the project, do not hesitate to contact Mr. Van Cleave or myself.

Sincerely,

Roger Lang dlm

Roger C. Lang
Regional Federal Aid Engineer

RCL/dlm
Attachments

cc: George Hopkins
H. N. Van Cleave

rm 81-794-3123

8612 12-14-76 9

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RS-B579(1)

STATE PROJECT NO.: See below

FROM: G. L. Green, Div. Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70339

COUNTY NAME: Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 16 '76
REFER TO
FOR
Info | Inves | Eval | R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
DEC 14 1976	DEC 14 1976	Secondary Route B 579	County Road

GENERAL LOCATION:
"McKay Creek (Shaw) Bridge Section"

GENERAL DESCRIPTION OF WORK:
Preliminary engineering and one structure Code X080 Miscellaneous

NOTED

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC $12,500 - FF $10,725
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's letter of 10-29-76, I concur that the subject project is a non-major action as set forth in FHPM 7-7-2 and you are authorized to proceed with the work shown above.

Also, as requested in Mr. Rulien's 10-29-76 letter, you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $90,000 - Federal funds $77,220 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-14-76	[signature]	Division Administrator

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE

8612

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: December 1, 1976

FROM: L. W. Rutten
Program Management Engineer

SUBJECT: PROJECT ASSESSMENT
McKay Cr. (Shaw) Bridge
Spring Hollow Road
Umatilla County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (2)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
B. L. Gifford
Region 5 : W. E. Schwartz
District 12 : H. W. Oswald
Region 5 Geologist: Vernal Moore

APPROVED
EJH
DEPUTY STATE HIGHWAY ENGINEER
Date 12-1-76

Swenson

RECEIVED
DEC 06 1976
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receive Keep
Do not File
Return To
Bring Up / /
Other

81-125-1307

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

CATEGORY 3 PROJECT.
No Maj or
RS-BS79 (-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date October 19, 1976

Section McKay Cr. (Shaw) Bridge — Unit (if appl) _____

County Umatilla — City _____

Highway Spring Hollow Road — State Hwy. No. FAS-C B579

Termini: M.P.(if appl) 06 to 07 T — Length _____

Region 5 — Construction Estimate 90,000 (Program Amount)

B. Purpose of Project:

To replace obsolete bridge and build new approaches.

C. Origin & History of Project:

Project was requested by area residents and approved by Board of Commissioners.

D. General Description of Project:

71' x 28' Bridge and approaches, 200' T taper section each end.

Alignment: New _____ Existing X Combined _____

Typical Section: Existing: No. Lanes 2; Med. _____; Shldrs. X; Parking _____

Proposed: No. Lanes 2; Med. _____; Shldrs. X; Parking _____

Traffic: Existing Facility: Existing ADT 300; Projected ADT -; Yr. _____

Existing Level of Service _____

Proposed Facility: Projected ADT _____; Yr. _____

Projected Level of Service _____

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

Bridge is located across McKay Creek approximately one (1) mile above the backwater of McKay Dam. Existing land use is wheat and unimproved grazing land. The bridge drains a considerable portion of the Blue Mountains and has a large stream flow at times. This portion of McKay Creek supports native rainbow trout. Care will be taken to insure fish propagation. There is a considerable population of game birds in the vicinity, especially quail. Brush cover will be preserved as much as possible.

2. Cultural:

The site is of a rural nature and is unaffected by noise other than farming or vehicular traffic. Environmental quality is high. Sportsmen frequent the area for both hunting and fishing. The area is well known for its dry land wheat production.

8612

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Deputy State Highway Engineer.

DATE: December 1, 1976

FROM: L. W. Rutten
Program Management Engineer

SUBJECT: PROJECT ASSESSMENT
McKay Cr. (Shaw) Bridge
Spring Hollow Road
Umatilla County

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Program Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (2)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
B. L. Gifford
Region 5 : W. E. Schwartz
District 12 : H. W. Oswald
Region 5 Geologist: Vernal Moore

APPROVED
EHH
DEPUTY STATE HIGHWAY ENGINEER
Date 12-1-76

Versteeg
Olson
Swenson

RECEIVED
DEC 06 1976
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receive/Keep
Do not File
Return To
Bring Up
Other

01-125-1387

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: November 18, 1976

In reply refer to: 1041 A.5

SUBJECT: Project Assessment
McKay Cr. (Shaw) Bridge
Spring Hollow Road
Umatilla County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's November 15, 1976, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
" (Laux)
" (Region 5, Kennedy)

RECEIVED
STATE HWY ENGR
NOV 26 '76
REFER TO
Rulien
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

CATEGORY 3 PROJECT.
NO ADT OR RS-B579 (-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date October 19, 1976

Section McKay Cr. (Shaw) Bridge
Unit (if appl)
County Umatilla
City
Highway Spring Hollow Road
State Hwy. No. FAS-C B579
Termini: M.P.(if appl) 0.6 to 0.7 T
Length
Region 5
Construction Estimate 90,000
Program Amount

B. Purpose of Project:

To replace obsolete bridge and build new approaches.

C. Origin & History of Project:

Project was requested by area residents and approved by Board of Commissioners.

D. General Description of Project:

71' x 28' Bridge and approaches, 200' T taper section each end.

Alignment: New ____ Existing X Combined ____

Typical Section: Existing: No. Lanes 2; Med. ____; Shldrs. X; Parking ____
Proposed: No. Lanes 2; Med. ____; Shldrs. X; Parking ____

Traffic: Existing Facility: Existing ADT 300; Projected ADT -; Yr. ____
Existing Level of Service ____

Proposed Facility: Projected ADT ____; Yr. ____
Projected Level of Service ____

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels_____

Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any:

Materials required for widening will be obtained from existing sources.

Type of Structure(s):

71' x 28' prestressed concrete

Brief Description of River or Stream and Type of Involvement, if any:

McKay Creek, year-round stream

Local City, County or COG priorities of project:

Top priority of County

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

No alternative designs will be employed other than possible detour if found to be necessary. Project is utilizing existing Right of Way.

Other Descriptive Information or Comments:

Approach widening, oil mat and guardrail to be installed by County. Extra shoulder width is to allow proper installation of gaurdrail.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

Bridge is located across McKay Creek approximately one (1) mile above the backwater of McKay Dam. Existing land use is wheat and unimproved grazing land. The bridge drains a considerable portion of the Blue Mountains and has a large stream flow at times. This portion of McKay Creek supports native rainbow trout. Care will be taken to insure fish propagation. There is a considerable population of game birds in the vicinity, especially quail. Brush cover will be preserved as much as possible.

2. Cultural:

The site is of a rural nature and is unaffected by noise other than farming or vehicular traffic. Environmental quality is high. Sportsmen frequent the area for both hunting and fishing. The area is well known for its dry land wheat production.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None.

2. Estimated Impact on Traffic Patterns:

None.

Consequences--Air Quality, Noise, Safety, etc.:

3. Estimated Impact on Land Use:

None.

Consequences:

4. Expected Impact on Natural Ecological Resources:

None.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

None.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

N/A

b. Noise Standards

This project determined to be unrelated to traffic noise increase; hence, no noise study report as per FHPM 7-7-3 is required.

c. Water Quality Standards

N/A

d. Area Land Use and Transportation Plans, and Zoning

N/A

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION----------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	__X__ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: _____ 1 _____ 2 __X__ 3 _____ 4

8612

8

November 22, 1976

Umatilla County Board of Commissioners
Courthouse
Pendleton, OR 97801

Attention: Jessie M. Bell
County Clerk

MISC. CONTRACTS and AGREEMENTS No. 5180

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering construction of the McKay Creek (Shaw) Bridge Section of Spring Hollow Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Mead
[redacted]

mr
Att.

be Don Harwell (agreement att.)

8612

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: November 18, 1976

In reply refer to: 1041 A.5

SUBJECT: Project Assessment
McKay Cr. (Shaw) Bridge
Spring Hollow Road
Umatilla County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

The subject project assessment submitted with Mr. Rulien's November 15, 1976, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
" (Laux)
" (Region 5, Kennedy)

RECEIVED
STATE HWY ENGR
NOV 26 '76
REFER TO
Rulien
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8612

PRO 6-2

October 28, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration
ORIGINAL SIGNED BY
D. E. SWAN

FROM L. W. Rulien
Program Management Engineer

SUBJECT Program Data Submission
Item No. 70339
Project No. RS-B579(1)
McKay Creek (Shaw) Bridge Section
Umatilla County

Attached is data for the subject project.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal-Aid Act.

We request the following:

(1) Authorization to proceed with all phases of the preliminary engineering as programed at an estimated total cost of $12,500 with an obligation of $10,725 in federal funds.

(2) Authorization to proceed with actions necessary to advance to completion, in accordance with the provisions of our approved Secondary Road Plan, the physical construction of the project at a total estimated cost of $90,000 with an obligation of $77,220 in federal funds.

DRH:ljt
Att.

cc: W. E. Schwartz, Reg. 5
D. E. Swan
H. Reynoldson

STATE PROJECT AUTHORIZATION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 4-61)

October 29, 1976

FEDERAL-AID PROGRAM DATA

CARD 2 — REPORT NUMBER (18)–(20) — PROJECT LOCATION (45 typewriter spaces): Co. Rd., approx 8 Mi S of Pendleton (21–65)

ADT — PRESENT: 300 / 45 DHV (66) — FUTURE: 500 (70) — YEAR: 96 (71)–(72) — REGION: 10 — STATE NAME: Oregon

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): PE, One Bridge (28–62) — NATL. FOREST (63)–(68) — FH ROUTE NO. (69)–(70) — SUPV. AGCY (69)–(70) — DA CLASSIF. (70) — DA AREA (71) — EMERG. YR. (72)–(73) — PL. AUTH YR (74)–(75)

PROJECT NUMBER — PREFIX LETTER(S): RS- (14–23) — NUMBER: B579 (7)

CARD 4 — CLASS OF FEDERAL FUNDS: Rural Secondary — COUNTY NAME: Umatilla

NAME OF URBAN AREA: - - - (17–31)

ROUTE NO. S — FEDERAL-AID: B579 (32) — STATE: Co. Rd. (36)–(37) — U.S.: --

CARD 5 LINE NO.	CHANGE CODE (38)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43–46)	STEP (53)	TERMINI (Full description)	MILES (54)–(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)–(66)	FEDERAL FUNDS (67)–(76)	STATE FUNDS	OTHER FUNDS
5				PE			.013	12,500	10,725	1,775	
5				ROW							
5				CONST (CODE) X080		"McKay Creek (Shaw) Bridge Section"	.013	90,000	77,220	6,390	6,390 (Co.
						PROJECT TOTALS	.013	102,500	87,945	8,165	6,390 (Co.

CARD 1 — CODE 1 — PREPARED BY: DRH

CARD 1 — CODE 14 — PROGRAM APPROVAL DATES

(16) (23) (24) (25) REMARKS

FORM PR-1 (REV. 4-61)

October 29, 1976

FEDERAL-AID PROGRAM DATA

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
. Rd., approx 8 Mi S of Pendleton	ADT	300 45 DHV	500	96	10	Oregon	41	075	70339

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
dge								RS-	B579	(1)		

Rural Secondary

- - -

COUNTY NAME: Umatilla — CODE: 059

ROUTE NO. S — FEDERAL-AID: B579 — STATE: Co. Rd. — U.S.: --

PROGRAM STAGE: [ ] 1 OR [ ] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E			.013	12,500	10,725	1,775		(Utility adjustment required including preparatory work)
OW								
UIST (CODE) 080		"McKay Creek (Shaw) Bridge Section"	.013	90,000	77,220	6,390	6,390 (Co.)	ROW - 60'; Access Control-None; Parking Restrictions-None
DRH		PROJECT TOTALS	.013	102,500	87,945	8,165	6,390 (Co.)	

PROVAL DATES

REMARKS

-over-

MCKAY CREEK (SHAW) BRIDGE SECTION

PROJECT NO. RS-B579(1)

Existing Facility:

Shaw Bridge--Length 71', HC 18', Steel frame, wood deck, and concrete bulkheads.

Adjacent Sections: 24' bituminous surface providing two 11' travel lanes with one foot of paved shoulder of the 4' shoulders.

Project Data: Work under this project consists of the following:

1. All phases of preliminary engineering including utility preparatory work.

2. Remove existing structure and construct, on existing alignment, one prestressed slab span bridge (McKay Creek Bridge) approx. 71' long with 30' horizontal clearance and incidental work common to this type of project.

Note: County to construct approach roadway to each end of structure.

Exceptions to Minimum Standards: None.

Systems Action, Airports, Railroads, Water Development, Recreation and Historical Areas: None involved.

IM 50-1-70 Requirements:

1. State Clearinghouse - Exempted from A-95 review agreements.

2. District 12 Clearinghouse - It is our contentio quasi-clearinghouse for if it were fully op representative of its respective district o would have a signed working agreement in ef more, it is our opinion that A-95 review is as the work involved is such that it will n or other public work activities of concern house agencies, or result in significant al use or traffic flow patterns which would re planning completed or underway.

FHPM 7-7-2 Requirements: Non-major action project paragraph 10e.

FHPM 7-7-5 Requirements:

a. Public Hearings - None required under Oreg
b. Location/Design - Not a factor in the deve project.

Note: This project is in Congressional District No

) BRIDGE SECTION

579(1)

):

--Length 71', HC 18', Steel frame, wood deck, and concrete bulkheads.

s: 24' bituminous surface providing two 11' travel lanes with one foot of paved shoulder of the 4' shoulders.

ork under this project consists of the following:

f preliminary engineering including utility work.

ting structure and construct, on existing alignment, ssed slab span bridge (McKay Creek Bridge) approx. th 30' horizontal clearance and incidental work common e of project.

o construct approach roadway to each end of structure.

inimum Standards: None.

Airports, Railroads, Water Development, Recreation Areas: None involved.

IM 50-1-70 Requirements:

1. State Clearinghouse - Exempted from A-95 review under working agreements.

2. District 12 Clearinghouse - It is our contention that this is a quasi-clearinghouse for if it were fully operational or representative of its respective district or both that it would have a signed working agreement in effect. Furthermore, it is our opinion that A-95 review is not necessary as the work involved is such that it will not affect decisions or other public work activities of concern to the clearinghouse agencies, or result in significant alterations of land use or traffic flow patterns which would require changes in planning completed or underway.

FHPM 7-7-2 Requirements: Non-major action project as set forth in paragraph 10e.

FHPM 7-7-5 Requirements:

a. Public Hearings - None required under Oregon Action Plan.
b. Location/Design - Not a factor in the development of this project.

Note: This project is in Congressional District No. 2.

8612

8

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

DATE: September 23, 1976

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

AGENDA
SEP 2 81976

SUBJECT: Proposed FAS-C Projects

Attached are tabulations and maps describing and locating fifteen proposed federal-aid secondary projects.

Benton County has requested a project to pave the Bellfountain Road-Pacific Highway West Section (3.15 miles) of Greenberry Road. Estimated cost of the project is $300,000 with the cost to the State being approximately $21,000.

Clackamas County's request is for construction of the Pudding River (Red) Bridge Section of Arndt Road. The project consists of a 200-foot long bridge and a large overflow culvert structure with a total estimated cost of $460,000. Cost to the State would be approximately $32,000.

Harney County is requesting a project to surface and oil 7.2 miles of the Frenchglen Highway-Diamond Maintenance Station Section of the Old Diamond Highway at an estimated cost of $205,000. Cost to the State will be approximately $14,350.

Linn County has applied for a project to construct the Thomas Creek (Weddle) Bridge Section of Kelly Road. The new bridge will be 250 feet long and cost an estimated $200,000 with State matching money of approximately $14,000.

Another project Linn County has applied for is construction of the Upper Callapooya River Bridge Section on Callapooya River Road. This 240-foot long bridge will cost an estimated $250,000. The State's share of the cost would be approximately $17,500.

Marion County is requesting a project to construct a new bridge over the Pudding River on Nussom Road. The new bridge will be 300 feet long with a 30-foot roadway at an estimated cost of $350,000. State matching funds will be approximately $24,500.

Polk County is requesting a 3.5-mile project to grade, pave and widen one structure on the Godsey Road-Pacific Highway West Section of Clow Corner Road. Estimated cost of this project would be $250,000 including State matching funds in the amount of $17,500.

Tillamook County's request is for construction of the Nehalem River (CCC) Bridge Section on Foss Road. The new bridge will be 275 feet long and estimated to cost a total of $400,000 including State funds of $28,000.

Umatilla County has applied for a 1.2-mile project to grade, drain, curb, base and pave the Hermiston Highway-Umatilla/ Stanfield Highway Section of Highland Avenue at an estimated cost of $240,000 with State funds of approximately $16,800.

Umatilla County has also requested a project to replace the McKay Creek (Shaw) Bridge on Spring Hollow Road at an estimated cost of $90,000 including State matching funds of $6,300.

Union County's project request is for construction of the Lookingglass Creek (Palmer Junction) Bridge Section of Forest Boundary Road. The 70-foot long bridge is estimated to cost a total of $100,000 including approximately $7,000 State funds.

Washington County has applied for a project to grade and pave the Tualatin Valley Highway-South City Limits (Cornelius) Section of South 10th Avenue and Golf Course Road at an estimated total cost of $340,000 including State matching funds of $23,800.

Yamhill County has requested three projects. The first is for construction of the Salmon River Highway-Deer Creek Section of Gopher Valley Road at an estimated cost of $220,000 including State funds of $15,400.

The second project is to grade and pave the 1.4-mile Hillcrest Road-Tindell Creek Road Section of Willamina Creek Road which is estimated to cost $200,000 utilizing $14,000 of State matching funds.

The third project is for construction of the Lafayette Highway-Webfoot Road Section of Palmer Creek Road. Estimated cost for this project is $160,000 including State funds of approximately $11,200.

This group of projects will appear on the agenda for your consideration at the September 28 meeting. I recommend your approval and request authority to sign the project agreements following negotiations.

Att.

MCH:sch ia

bc C. W. Head
R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. W. Rulien
Don Harwell
V. E. Skoog
George Bell
E. L. Hardt
C. O. Fredrickson
Alfred Shirley, Jr.
W. E. Schwartz

UMATILLA COUNTY
Proposed FAS-C Project

McKay Creek (Shaw) Bridge Section
Spring Hollow Road, FAS B579
Structure
$90,000

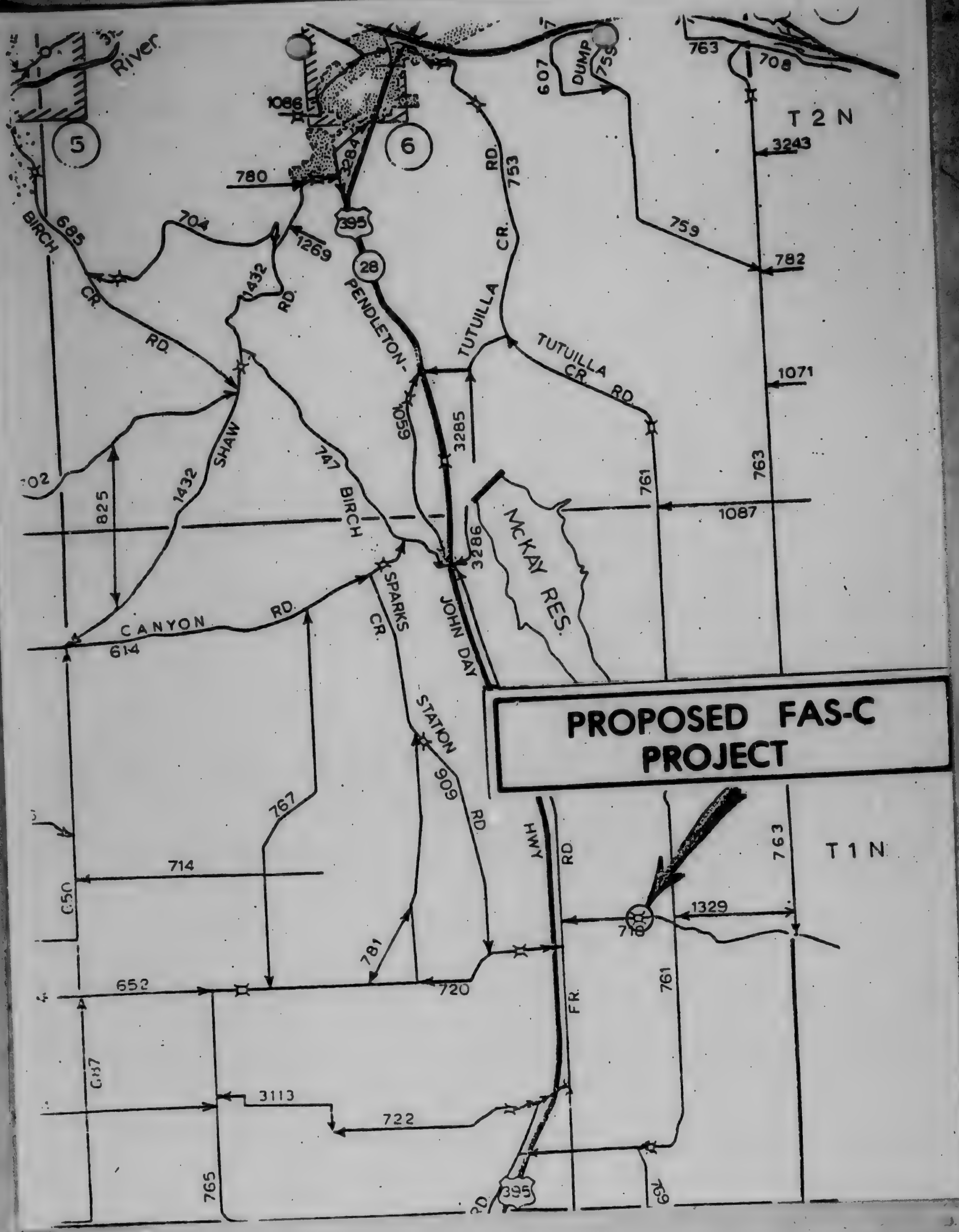
Construct a reinforced concrete bridge 28 feet wide to replace an existing deficient steel and wood structure. Spring Hollow Road will be closed to traffic during construction and no detour will be constructed.

Additional right-of-way is not anticipated and a public hearing will not be required.

State will perform all phases of engineering.

9/20/76
76-f

PROPOSED FAS-C PROJECT



8612

FAS B-579
Umatilla Co.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

September 14, 1976

FROM: R. C. Lang
Regional Federal Aid Engineer

TO: R. H. Prange
County/City Unit

S A L E M

SUBJECT: Proposed Project
McKay Creek (Shaw) Br. Sec.
Spring Hollow Road
FAS B579
Umatilla County

Attached is Project Application and Environmental Assessment received from Umatilla County concerning the above project.

The cost estimate has been revised to reflect more accurately the total estimated cost. Telephonic approval for the change was obtained from Commissioner Barbara Lynch.

The draft Environmental Assessment has been reviewed and amended as necessary by the Region.

The project is shown in the 1977 Annual Program as item R-70339, RS-B579(-). The attached Authority for Survey shows the estimated field charges for P. E.

RCL/dlm
Attachments

cc: Carlos Van Elsberg
Verne Allen
H. N. Van Cleave
Harlin Gerlach

RECEIVED
COUNTY & CITY SECTION
SEP 15 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

7

SPOI

ON

for B-579 1 2
Umatilla Co

Form E-30 (Rev. 8-71)

8612

OREGON STATE HIGHWAY DIVISION
AUTHORITY FOR SURVEY

Date September 10, 19 76

Section McKay Creek (Shaw) Bridge

Highway Spring Hollow Road - FAS-C B ~~357~~ 579

Authorization No. 1

Survey Prefix 530-1931 (Assigned by Salem office)

County Umatilla

Description of termini, route, length, etc.:

From MP 0.6 ± to MP 0.7 ± on Spring Hollow Road, FAS-C B-357.

Hopkins
Herwell
Holmes
Prange
Unrein

RECEIVED
DEC 20 1976
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

Purpose of survey:

To prepare bridge vicinity map, obtain foundation data and design replacement structure.

RS-B579(1)

RECEIVED
COUNTY & CITY SECTION
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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Estimate of cost:

Field	901	2,500
Plans	905	500
Bridge	906	6,000
Hydraulics	918	500
Specifications	921	500
Found. Expl.	926	2,500

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 12,500

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

Requests made by:

K C Heng
Regional Federal Aid Engineer XXXXXXX

Recommended for Approval:

Keith D Allen
Regional Engineer

N

Recommended for Approval:

Frank E. Perkins
Location Engineer

Approved:

E J Turnetta
Deputy XXXXX Assistant State Highway Engineer

SP*23604-734

12-14-76
FAS-C

8612

Rev. 10/29/75

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County UMATILLA FAS No. B 3579 Date September 7, 1976
County Road Name Spring Hollow Road
Section Name McKay Creek (SHAW) Bridge
Type of Project Replace Bridge
Location of Project (Attach sketch map)
ADT 300 Design Speed 55 M.P.H.

Is this request for county bridge design only? Yes____ No____
county FAS bridge design? Yes X No____
Will County hire consultant for this project? Yes ~~X~~ No X

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type____
(AC, Pug Cold Mix, Penetration Mat)
Total Travel Width____

2. Shoulders: Type____
(AC, Pug Cold Mix, Oil Mat)
Width Each Side____ Total Top Width____

3. Grading and Drainage:
By County____ County Date of Completion____ By Contract____

4. Bottom Base Course:
By County____ County Date of Completion____ By Contract____
Has base design been given to County? Yes____ No____
Will it be furnished? Yes____ No____

5. Leveling Course:
By County____ County Date of Completion____ By Contract____

6. Binder Course:
By County____ County Date of Completion____ By Contract____

7. Traveled Surface and Shoulders:
By County____ County Date of Completion____ By Contract____

8. Clearing:
By County____ County Date of Completion____ By Contract____

9. Curbs:
Curbs Required? Yes____ No____
Type Desired____
(rolled, exposure, monolithic, special county standard, etc.)
Width between curbs____

COST	TOTAL	FED.	STATE	COUNTY
	90,000	77,400	6,300	6,300

	1976	1996
ADT	300	500
DHV	45	75

RECEIVED
COUNTY & CITY SECTION
SEP 15 1976
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

10. Pedestrian Walkway and Bicycle Trails:
Are walkways or trails desired? Yes_____ No_____
If answer is No, which of the following applies?
Contrary to public safety_____ Cost excessive to need or use_____
Sparse population_____ Area exempt from bike law_____
What is desired width of trail or walkway_____ ft.
What type of surface treatment is desired_____
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes_____ No_____
What type of separation from roadway will be used?_____
_____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes_____ No_____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes_____ No_____

12. Will replacement be by: County_____ Contract_____
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes_____ No_____

14. Will County adjust structure to additional width? Yes_____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes_____ No_____

18. Does County wish State to permanently stripe project? Yes_____ No_____

19. Will County do striping? Yes_____ No_____

20. Does County wish guardrail installed? Yes_____ No_____
By County_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____ No_____
By seeding and mulching Yes_____ No_____
By rock blanket Yes_____ No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____ No_____

23. Can through traffic be detoured? Yes_____ No_____

24. Must new detour be constructed? Yes_____ No_____

25. Will detour be constructed and maintained by County? Yes_____ No_____

26. Will detour be constructed & maintained by Contractor? Yes_____ No_____

27. Will County sign project outside work area during construction? Yes_____ No_____

28. Will Contractor sign project outside work area during construction? Yes_____ No_____

29. Should contract provide for permanent signing? Yes_____ No_____

30. Should State do permanent signing? Yes_____ No_____

31. Will traffic signals be required? Yes_____ No_____
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)
If yes, explain_____

33. Existing facility - Total top width _____
Travelway width and surface _____, _____
Shoulder width and surface _____, _____

Remarks re Section I:_____

II. BRIDGE PROJECT DATA

1. Name of river or stream McKay Creek

2. Name of bridge Shaw Bridge

3a. Dimensions of existing bridge. Length 71' Roadway Width 18' Type_____
b. Dimensions of existing approaches. Type Oil Mat Width 20' Shoulders 2'

4. Type of design and material used in existing bridge. Steel frame, wood deck, concrete bulkheads.

5. Location (please attach map with location marked):_____
Section 23 Township 1N Range 32 E W.M.

6. Desired width of proposed bridge 28' Approx. length 71'
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes_____ No__X__
Upstream_____ Downstream_____ Width_____

8. Does County wish a particular type of bridge design? Yes__X__ No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Concrete

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____ No__X__
Explain_____

10. Foundation Testing: By County? Yes_____ No_____
By State? Yes__X__ No_____

11. Will County close road during construction? Yes__X__ No_____

12. Can presently established road be used as detour? Yes_____ No__X__

13. Must a new detour be constructed? Yes_____ No__X__

14. Will detour be constructed & maintained by County: Yes_____ No__X__

15. Will detour be constructed & maintained by Contractor? Yes_____ No__X__

16. Will County sign project outside work area during construction? Yes_____ No__X__

17. Will Contractor sign project outside work area during construction? Yes__X__ No_____

18. Approaches or Connections: By County? Yes__X__ No_____
By Contractor? Yes_____ No_____
Traveled surface: Type .09 oil mat Width 24'
Shoulder surface: Type gravel Width 4'
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure? Yes__X__ No_____

N.W. quadrant distance from structure_____
N.E. quadrant distance from structure 30'
S.W. quadrant distance from structure_____
S.E. quadrant distance from structure_____

20. Guardrail: Desired on approaches or connections: Yes X No
By County X Contractor
Right side only? Yes No
Both sides? Yes X No

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion. Guardrail must be installed before FHWA will accept completed project.)

21. Existing Structure: Remain in place? Yes No X
Use for detour? Yes No X
Removed by County? Yes No X
Removed by Contractor? Yes X No
Salvaged by Contractor for County? Yes X No

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required to be:
By County? Yes No X
By Contractor? Yes X No

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes No X Size
Company
b. Sanitary sewer mains: Yes No X Size
Company
c. Storm sewer: Yes No X Size
Company
d. Gas mains: Yes No X Size
Company
e. Power lines: Yes No X Size
Company
f. Telephone lines: Yes No X Size
Company
g. Other Utilities: None

24. Does County wish provisions made for future utility attachment to structure? Yes No X

25. Does County wish lightpost bases and conduit installed? Yes No X

26. Does County wish complete job of illumination in project? Yes No X

27. Is project contingent upon other factors? Yes No X
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain:_____

_____

_____

28. Existing roadway on either side of bridge:

N or E Side - Travelway surface and width _____', _____

Shoulder surface and width _____', _____

S or W Side - Travelway surface and width _____', _____

Shoulder surface and width _____', _____

Remarks re Section II:_____

_____

_____

_____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:

By State? Yes X No_____

By Consultant? Yes_____ No_____

By County? Yes_____ No_____

(NOTE: a. If project is cancelled, County must pay for survey.
b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes_____ No X

3. Construction plans and specifications to be prepared:

By State? Yes X No_____

By Consultant? Yes_____ No_____

By County? Yes_____ No_____

4. Does County desire center line to be permanently monumented as part of project? Yes_____ No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes_____ No X

(NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III:_____

_____

_____

_____

(NOTE: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY AND UTILITIES DATA

1. What is width of existing right of way? Maximum 60' Minimum _____

2. Is any additional right of way needed? Yes _____ No X
(If answer is Yes, a hearing must be offered.)

3. Will County acquire right of way and have State review negotiations? Yes _____ No _____

4. Should State negotiate and acquire right of way in behalf of County? Yes _____ No _____

5. Should State prepare options? Yes _____ No _____

6. Should material source site be included in right-of-way descriptions? Yes _____ No _____

7. Is there any merchantable timber on right of way? Yes _____ No X

8. Will timber be reserved for owner? Yes _____ No _____
If removed by County or individual, must be done prior advertisment for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes _____ No _____

10. Is a hearing necessary? Yes _____ No X
(NOTE: If significant amounts of right of way are acquired an opportunity for a hearing must be afforded.)

11. Are there any affected utilities (electric, water, gas, sewer, etc.) on private land? Yes _____ No X
If yes, give type and name of utility company: _____

12. Are there any affected utilities (electric, water, gas, sewer, etc.) on existing right of way? Yes X No _____
If yes, give type and name of utility company: Eastern Oregon Phone Co. and Pacific Power & Light Co.

13. Are utilities on existing right of way by permit X or by franchise _____
(NOTE: County must move all utilites on present right-of-way.)

14. Are there any irrigation facilities? Yes _____ No X
If yes, give name of irrigation company or district _____
and dates between which water can be turned off: From _____
To _____

15. Are there any railroad crossings? Yes _____ No X

16. Name of Railroad _____

17. Number of tracks: Mainline _____ Siding _____ Total _____

18. Sight Distance: _____ (Left) _____ (Right)

19. Number of Trains: Passenger _____ Speed _____
Freight _____ Speed _____

20. Angle of Intersection: _____

21. Type of Existing Crossing: Grade ____ Overcrossing ____ Undercrossing _____

22. Existing Protection:
Advance warning signs _____ Automatic flashing _____ Stop Signs _____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection: _____
_____

24. Are there to be stopping lanes for buses and trucks, etc.? Yes _____ No X

25. Will railroad crossing be altered: Yes _____ No _____
If yes, specify: _____

26. Traffic Control Signing:
To be part of project? Yes X No _____
By County? Yes _____ No X
By State at County expense? Yes _____ No _____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes _____ No X
By County? Yes _____ No X
By State at County expense? Yes _____ No _____

28. Does County wish State to prepare P.U.C. hearing date? Yes _____ No _____

29. Will P.U.C. application be made by State _____ or County N.A. ?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes _____ No X

Remarks re Section IV: _____
_____
_____
_____

V. MATERIAL SOURCES DATA

1. Gravel_____ Quarry X Cinders_____
2. Owner: County_____ State_____ Private X Other_____
3. Location:_____ Section 12 Township 1 S Range 32 E. W.M.
4. If County lease, what are royalty payments? $0,10 per cubic yard
5. Materials furnished by County: Borrow_____ Select Topping_____
   Base Course_____ Level Course X Mineral Aggregates X
   Location See above
   Miscellaneous Items_____

Remarks re Section V:_____

VI. FINANCIAL DATA

1. Estimated Cost: $~~70,000.00~~ 90,000 *
2. Available FAS Funds $_____
3. Does County wish advancement of future Federal funds? Yes_____ No_____
   Amount_____
4. Date match money is available Immediately
5. Will there be any 100% County money? Yes_____ No X
6. Maximum amount of 100% County money available: $_____
7. Date County request letting: Immediately

Remarks re Section VI: *Estimated cost revised - telephone approval by Commissioner Lynch 9-13-76, RC Lang

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2 and 3 projects, the county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison, and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Carlos Van Elsberg Roadmaster Office
2. Environmental — " " " Office
3. Public Hearing — " " " Office

Remarks re Section VII: _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By C. K. Smith
County Judge or Comm. Chairman

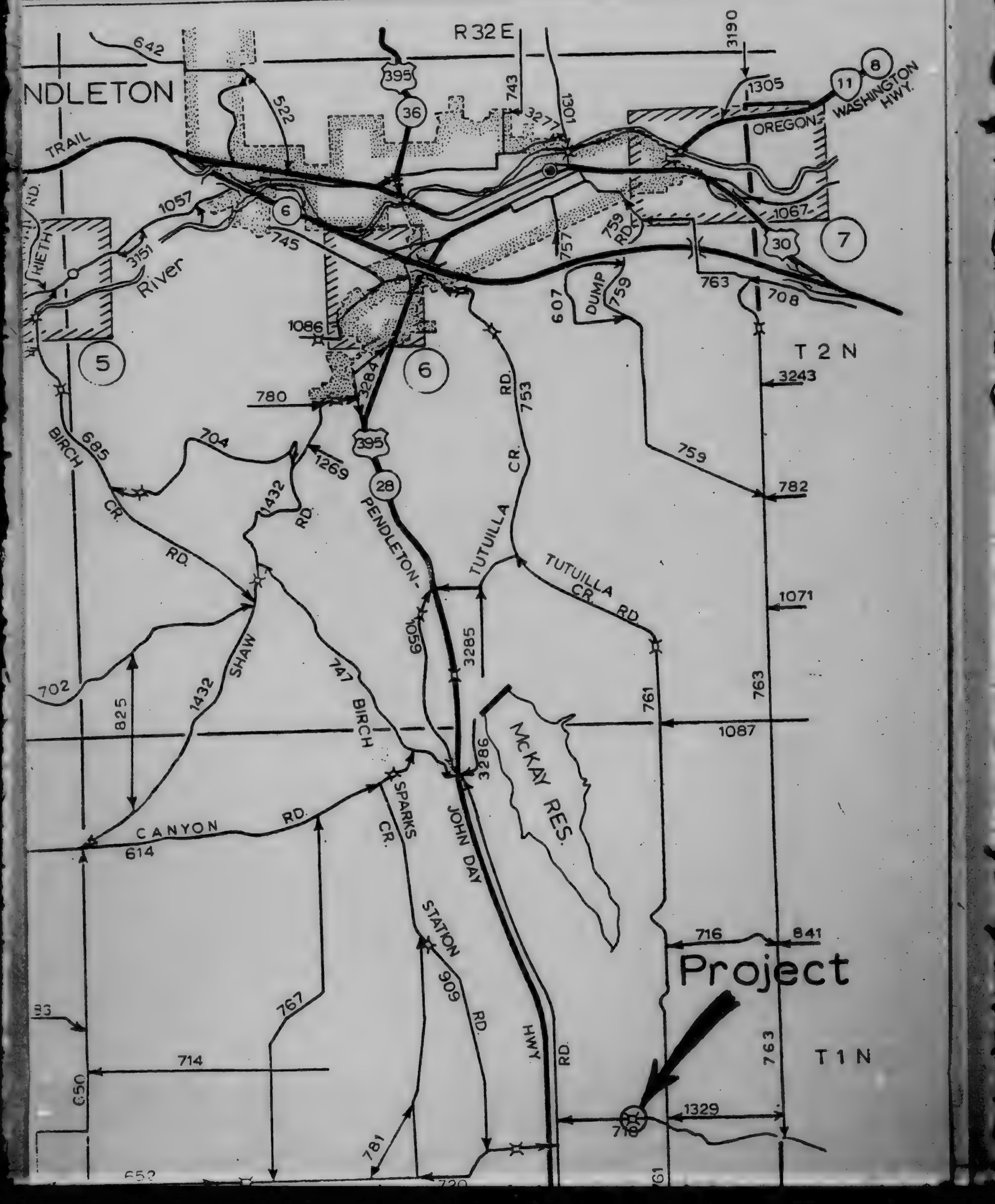
By Barbara Lynch
County Commissioner

By Raymond Bevans
County Commissioner

By Carlos Van Elsberg
County ~~Engineer~~ Roadmaster

County Umatilla

Date 9-7-76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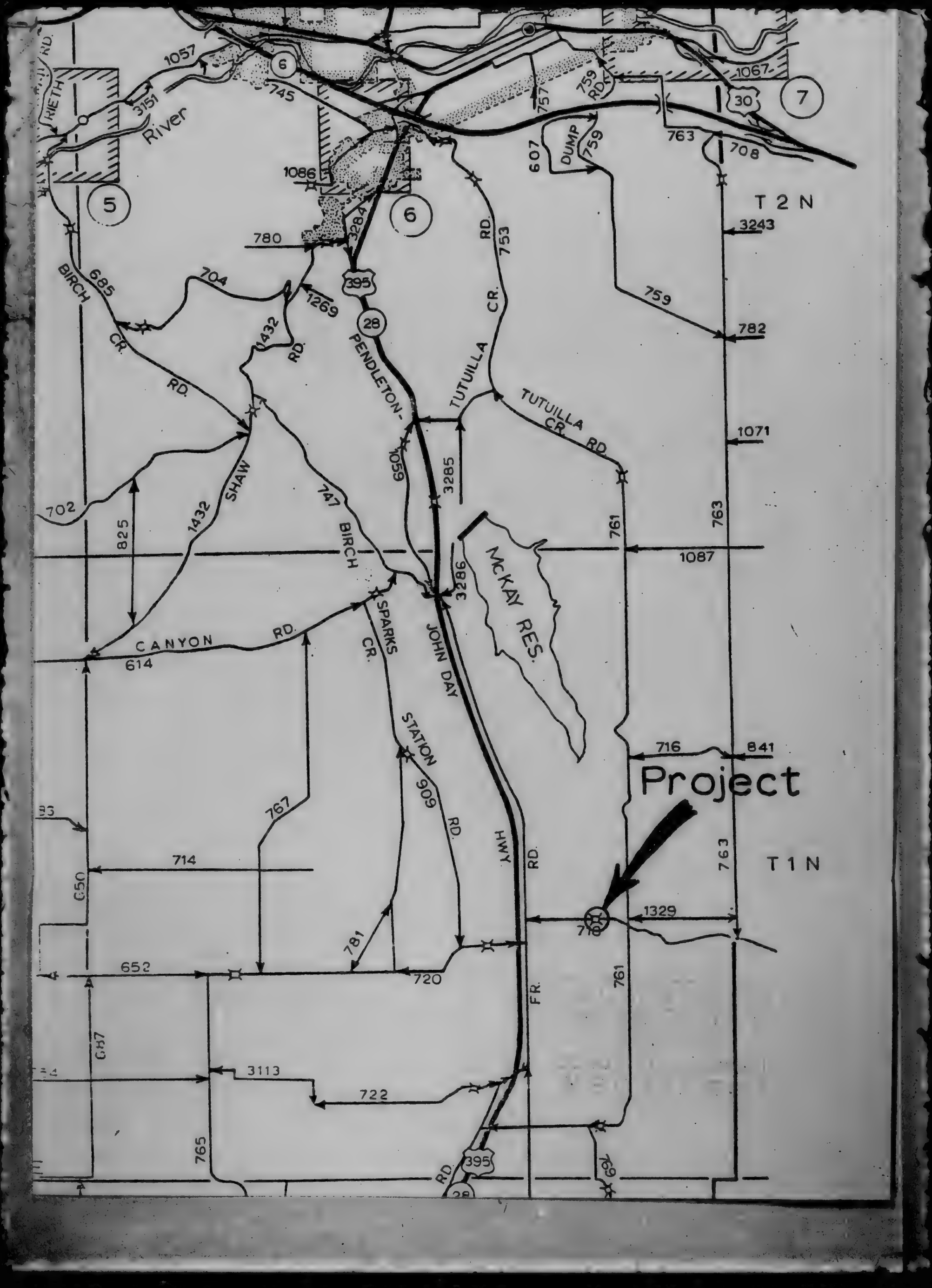
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McKAY RES.
CANYON
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SPARKS
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JOHN DAY
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Project
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769

.8614 Sunset Bay State Park south 1977
of Coos Bay
(Sewage facilities)

#8614

November 16, 1978

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8614 awarded to Garrett & Thomas Const. for sewage facilities in Sunset Bay State Park in Coos County was completed on August 11, 1978, and accepted by the State Highway Engineer on November 14, 1978.

Final payment in the amount of $1,000 will be released to the contractor after November 21, 1978. The total contract amount is $190,028.96 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Garrett & Thomas Const.
Rt. 1, Box 71K
Dallas, OR 97338

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

8614

October 6, 1978

Garrett & Thomas Construction
14365 Orchard Knob Road
Dallas, OR 97338

Gentlemen:

Time Extension
Sunset Bay State Park
Coos County
Contract 8614

Your request for time extension on Contract 8614, Sunset Bay State Park, has been given careful review and consideration. An eleven day extension of the allowable contract time is hereby granted for extra work added to the project. This will eliminate all liquidated damages.

Sincerely,

H. S. Coulter
State Highway Engineer

DA:mk ji

bc: FHWA
C. T. Keasey
Robert Church
Alfred Shirley, Jr.
F. D. Morrison
Richard Hacak

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, OR

October 4, 1978

RECEIVED
STATE HWY ENGR
OCT 05 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

FROM: O. B. Jackmond
Contract Administration Engr.

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Sunset Bay State Park
Coos County
Contract 8614

Garrett and Thomas Construction, contractor on the subject project, requests an 11 day increase in the allowable contract time in which to complete the project. The contractor has based his request on added work and the late installation of the power. Pertinent dates are:

Work began	11-17-77
Specified completion	7-31-78
Actual completion	8-11-78

Contract special provisions limit clearing to two feet outside of slope lines. Plans show a 14-foot roadbed which closely matches the existing ground. An additional 15 feet along the roadway required clearing to allow for overhead power lines. Six calendar days were required for access road clearing. Proportionately the contractor should be allowed two calendar days for the additional clearing.

Wet conditions required additional measures to help stabilize the access road. On June 1 it was decided to use sand to bridge the soft subgrade. Sand had to be acquired from an outside source. Placing of the sand was completed June 6th. This additional work was covered by P.A.1. Six calendar days should be granted.

There were several small extra work items required during the project. The major items include subexcavation in the lagoon, installation of ladder rungs in the pump house, constructing a float valve box and setting posts at sprinkler risers. These items, paid under P.A.2, required three additional days. It is recommended this time be granted.

The contractor also claimed lost time due to late installation of the power service. Power installation was not complete until August 7, 1978, seven days after contract time expired. Delays were related to service changes and obtaining an agreement with the power company. Electrical hookup and testing of the system could not be performed until power was installed. Work progressed somewhat slowly prior to this time but would probably have been expedited had the power been installed. These delays are intangible and difficult to determine. This time is not necessary in substantiating the contractor's request.

In review, it is recommended the contractor be granted two days for additional clearing, six days for roadbed stabilization and three days for miscellaneous extra work items for a total of 11 days. This will revise the specification completion to August 11, 1978. All liquidated damages will be eliminated.

This is a BOR project and will not require FHWA approval.

A rough draft letter to the contractor is attached.

DA:mk

Attach.

cc: Alfred Shirley, Jr.
F. D. Morrison

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 3614 Contractor Garratt & Thomas Const.

Highway —

Section Sunset Bay State Park

Kind of Work Sewage Facilities

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

An eleven day time extension is hereby granted for extra work added to the project.

Recommended for Approval:

Regional Engineer

O. B. Jacksmund
For Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

Contract No.	3614
Project designation	[illegible] State-Federal
Date awarded	October 3, 1977
Work started	November 17, 1977
Per cent completed	100% Aug. 11, 1978 Date
Completion Date No. of Workdays Allowed	7-31-78
No. of Workdays Used	11 Extra Days
No. of Added Workdays Requested	11

SP-6788-734

B-220 (Rev. 5-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date August 24, , 19 78

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from July 31 days to Aug 11 days, within which to complete our Contract No. 8614, without the assessment of liquidated damages. The said contract is described as follows:

Sunset Bay State Park Sewage Facilities

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Attached Letter

Respectfully submitted,

Garrett & Thomas Construction
Contractor

By John Thomas Partner

CONSENT OF SURETY

Date August 28th, 1978

We, UNITED PACIFIC INSURANCE COMPANY

, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Terry Simmons
Terry Simmons Attorney-in-fact

(SEAL)

Resident Agent

GARRETT & THOMAS CONSTRUCTION

Route 2, Box 270-C • Dallas, Oregon 97338 • Phone (503) 623-4175
14365 Orchard Knob Road

August 24, 1978

Mr. Frank D. Morrison, Resident Engineer
Oregon State Highway Department
P. O. Box 716
Coquille, Oregon 97423

Dear Frank:

We are requesting an extra 11 days due to the fact that we had extra work. Hauling sand took us three days extra for the road; installing loader rungs and posts for sprinklers, and splicing extra electrical connection took three days; building float valve box took two days; and removing unsuitable material took three days more. We also installed an electrical pole and had extra clearing; and we had no electrical power until August 7, 1978.

Sincerely,

John Thomas

John Thomas, Partner

8614

FINAL REPORT

9

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Sunset Bay State Park		WEEK ENDING: September 23, 1978
		SECTION PREFIX: 906-2704
HIGHWAY: Cape Arago		COUNTY: Coos
NAME OF JOB: Sunset Bay State Park	KIND OF WORK: Sewage Facilities	
CONTRACTOR: Garrett & Thomas	CONTRACT NUMBER: 8614	FEDERAL AID PROJECT NUMBER: BOA
DATE OF CONTRACT: October 3, 1977	DATE WORK STARTED: November 17, 1977	ESTIMATED COMPLETION DATE: August 11, 1978
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: July 31, 1978	PERCENT OF TIME ELAPSED: 105
PROJECT AUTHORIZATION: $212,292.92		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $193,464.64	ENGINEERING AUTHORIZATION: $16,834.28	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: 193,176.17 $193,464.64	This Week- 69.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
	ENGINEERING COST TO DATE: $17,685.66	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 105.1 %	August 11, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	9,900	400			
TOTAL QUANTITIES CORRECTED TO DATE	9,900	605			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	9,900	605			
AVERAGE DAILY QUANTITIES	0	0			
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			
NUMBER OF SHIFTS PER DAY	0	0			
HOURS PER SHIFT	0	0			

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 17	Showers			
MONDAY 18	Fair			
TUESDAY 19	Fair			
WEDNESDAY 20	Fair			
THURSDAY 21	Showers			
FRIDAY 22	Fair			
SATURDAY 23				

RECEIVED
SEP 25 1978
CONSTRUCTION BRANCH

Keesey, Jackmond, Hopkins, Williams, Johnson, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 17	No work.
MONDAY 18	No work.
TUESDAY 19	Contractor showed up with the Flow Meter and installed it and checked it out. Everything is working. Plans to remove his equipment and have the clean up work completed today.
WEDNESDAY 20	No work.
THURSDAY 21	No work.
FRIDAY 22	No work.
SATURDAY 23	

REMARKS

Flow meter was installed by the Contractor and everything was working. He plans to remove his equipment from the project site on Tuesday, the 19th of September, 1978.
Semi-Final was sent over to Region on September 22, 1978.

THIS IS THE FINAL REPORT!!!

SIGNED H. L. Morrison LOCATION Coquille
Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES.

SP-F216

8614

8

COOS COUNTY
PLANNING DEPARTMENT
COURTHOUSE, COQUILLE
OREGON 97423

David M. Richey, Director

Sept. 9, 1977

NOTED
E. S. HUNTER

Oregon State Parks Branch
Attn: Larry Jacobson,
Assistant Superintendant
Planning and Design Section
525 Trade St., S.E.
Salem, OR 97310

NOTED
L. JACOBSON

RE: Sunset Bay Park Sewage Improvement

Dear Mr. Jacobson:

It has been determined that your proposal to pump effluent from septic tanks to sewage lagoons and its eventual disposal by irrigation is an accessory use to the state park in the INR zone.

Implementation of your proposed sewage improvement is thus permitted outright, with no further review requirements by this office.

We apologize for any loss of time and inconvenience our deliberations have caused you. If we may be of further assistance to you in this or any other matter, please do not hesitate to contact us.

Sincerely,
COOS COUNTY PLANNING DEPT.

W.B. Meithof,
Ordinance Administrator

WBM/td

RECEIVED
TECHNICAL SERVICES
SEP 14 77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File
X

cy

(#1) 8614

9

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

September 29, 1976

TO Executive Department
Federal Aid Coordination Unit

Coos-Curry Council of Governments
P.O. Box 647
1975 McPherson Street North
North Bend, OR 97459

FROM for D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for
State Admin. Dist. No. 7
Section: Sunset Bay State Park
Highway: Coos Bay
County: Coos

In accordance with the requirements of Circular No. A-95 of the Bureau of the Budget of the U.S. Government, attached are Notices of Intent for the subject project for your review and comment.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be October 26, 1976.
If additional information is desired, please contact Larry Jacobson. phone 378-6289.

BLG: dpy
Attachments

cc: ~~H. S.~~ Coulter
D. G. Talbot
J. H. Versteeg
R. E. Royer
J. B. Boyd
Gary Potter

Region Engineer: A. Shirley
District Engineer: B. E. Brown
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
OCT 7 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT: OREGON STATE HIGHWAY DIVISION [45	46] DIVISION: Parks and Recreation [79					
03	12] APPLICANT ADDRESS STREET: 525 Trade St. S.E. [45	46] CITY: Salem [60		76] ZIP: 97310 [80			
04	12] CONTACT PERSON: Larry Jacobson [45	46] AREA CODE: 503 [48	49] PHONE: 378 [55	56] EXTENSION: 6289 [59			
01	12] PROJECT TITLE: Sunset Bay State Park Sewer System [71						
11	12] PROJECT LOCATION—CITY: Coos Bay	PROJECT LOCATION—COUNTY: Coos County	PROJECT LOCATION: SEC: 1, 6, 7, 12; T: 25S; R: 14W [79				
05	SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)						
06	12] This project will replace an existing package sewage treatment with an out [71						
07	12] fall into the Pacific Ocean. Plans call for trailer sanitary station and [71						
08	12] gravity feed to an existing pump. The sewage will be pumped from the park [71						
09	12] to a treatment plant further north. [71						
10	12] This is a State Park Project. [71						

	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	$200,000					$200,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE: Public Works Employment Act - Title I [71	
15	12] FEDERAL AGENCY NAME: U. S. Department of Commerce [45	46] FEDERAL SUB-AGENCY NAME: Economic Dev. Administration [79

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?		(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
Yes	No	Yes	No	Yes	No	Yes	No
[ ] 29	[X] 30 Date: _____	[X] 31	[ ] 32	[X] 33	[ ] 34	[ ] 35	[X] 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	October	26	1976

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) P. L. 94-369 Public Work Emp. Act

V. Has funding agency been notified? No ☐ Yes ☐ Date:

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

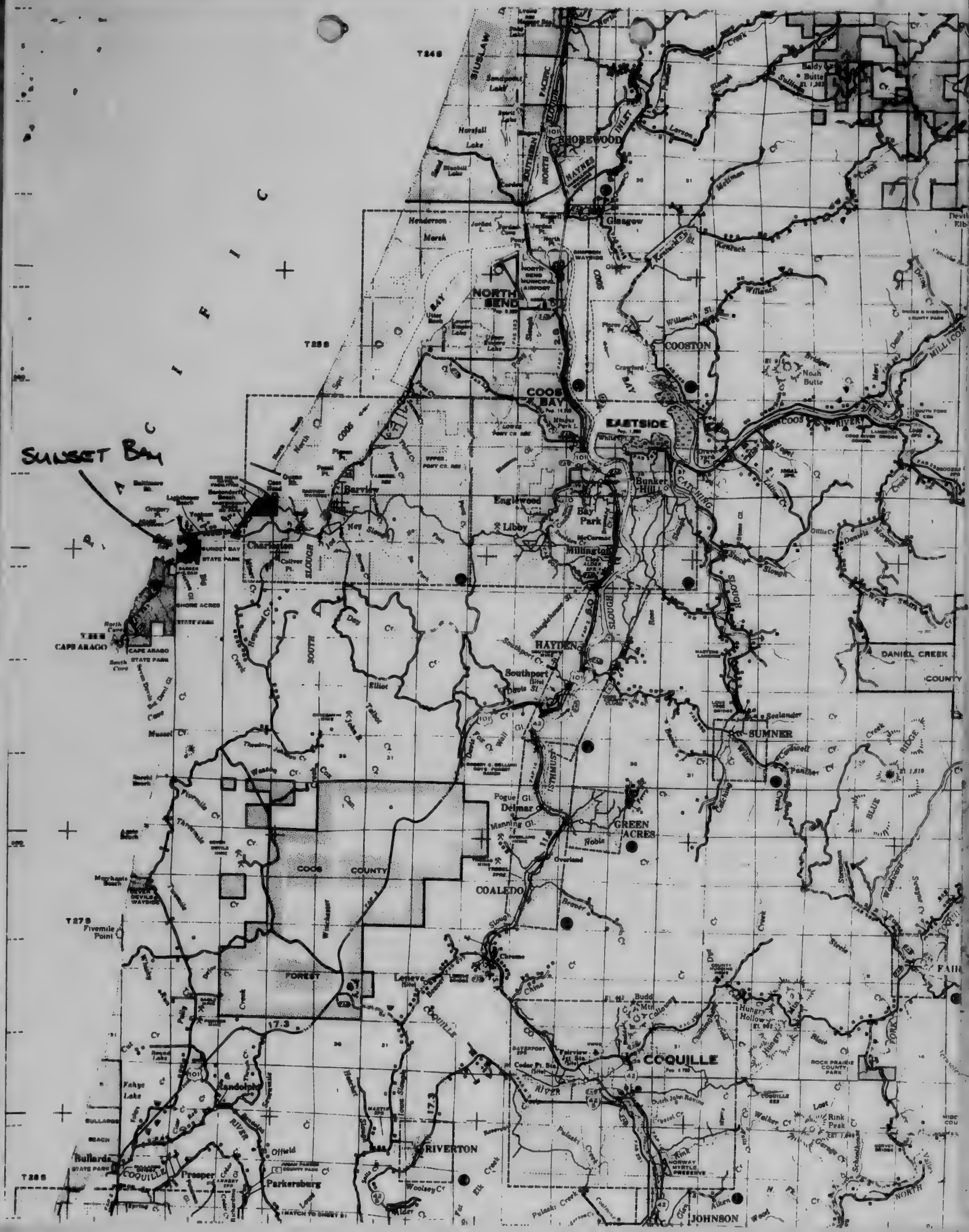
(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%____	$_____	%____	$_____	%____	$_____
Second Year	%____	$_____	%____	$_____	%____	$_____
Third Year	%____	$_____	%____	$_____	%____	$_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS


SUNSET BAY
PACIFIC
SHOREWOOD
NORTH BEND
COOSTON
COOS BAY
EASTSIDE
Barview
Englewood
Bay Park
Bunker Hill
Libby
Millington
Charleston
HAYDEN
Southport
SUMNER
DANIEL CREEK
COUNTY
GREEN ACRES
Delmar
COALEDO
COOS COUNTY
FOREST
Fivemile Point
Randolph
RIVERTON
Offield
Parkersburg
Prosper
Bullards
COQUILLE
JOHNSON
Glasgow
Haynes Inlet
Horsfall Lake
Henderson Marsh
Empire
Noah Butte
Bunker Hill
Hungry Hollow
Rink Peak
Fahys Lake
Woolsey Cr
Pulaski Creek
Dutch John Ravine
Rock Prairie County Park
Norway Myrtle Preserve
T24S
T25S
T27S
T28S

.8615 Albany-Corvallis Hwy. ● 1977
Circle Blvd. approx. 0.8 mile
E. of Corvallis (Grade & pave)

8615

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Albany-Corvallis Hwy at Circle Blvd		WEEK ENDING: May 13, 1978
		SECTION PREFIX: 2-0506
HIGHWAY: Albany-Corvallis		COUNTY: Benton
NAME OF JOB: Albany-Corvallis Hwy at Circle Blvd	KIND OF WORK: grade, pave, ~~xing~~ sign	
CONTRACTOR: Wildish Corvallis Const. Co.	CONTRACT NUMBER: 8615	FEDERAL AID PROJECT NUMBER: state
DATE OF CONTRACT: 10/25/77	DATE WORK STARTED: 1/10/78	~~REVISED~~ COMPLETION DATE: 4/28/78
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 100	CALENDAR DAYS USED: 83
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 83
PROJECT AUTHORIZATION: $ 87,388.59		
EXCLUSIVE OF ENGINEERING: $ 79,756.40	ENGINEERING AUTHORIZATION $ 7,632.19	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 69,950	ENGINEERING COST TO DATE $ 7,600	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN - 12.3 %	PERCENT OF AUTHORIZATION 99 %	DATE PROJECT WAS COMPLETED: April 28, 1978

semi-final estimate was submitted on May 8th

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100		100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.20	0.20			0.20
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.20	0.20			0.20
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1292 cy	570 T			2810 T
TOTAL QUANTITIES CORRECTED TO DATE	1490	270			2524
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1490	270			2524
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Keesey, Jackmond, Hopkins, Williams, Johnsen, Glenn

RECEIVED
MAY 15 1978
CONSTRUCTION BRANCH

Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY May 8, 1978	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

semi final estimate was submitted to Region office on Monday.

PROJECT COMPLETED

FINAL REPORT

SIGNED Keats Oliver, Res. Engr. LOCATION Albany

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F218

8615

2-0506 Albany

Narrative Report

Albany-Corvallis Hwy at Circle Blvd.
Albany-Corvallis Hwy Benton County Contract 8615

This was a very simple straightforward widening job for turn lanes. The plans were good and we had no particular problems.

We did vary from the temporary protection and direction of traffic plans by coneing traffic over during the day, grading short areas and paving in the base flush with the old pavement and puting traffic back to the old center line every night. The temporary pavement markers to move center line were therefore not used.

Keats Oliver
Resident Engineer
May 5, 1978

REFERRED TO
Beard, Stoudenmayer, Cole, Sample, Eriksen, Watson, Hager, Dorn, Lau
Return, Discuss, Do, File Copy, Due
BY FINAL DESIGN ENGINEER
Prepare Letter & acknowledgement

OK 7/19/78
W.E.C.

Versteeg, Christensen, George, Olson, Terpin, Sullivan Copy, Scott, Savage

RECEIVED
JUL 18 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

STATEMENT OF OVERRUNS AND UNDERRUNS

Albany-Corvallis Hwy at Circle Blvd.
Albany-Corvallis Hwy Benton County
Contract 8615

2-0506 state project

ITEM	ORIGINAL AMOUNT	SEMI-FINAL EST.	% + or -
Contract bid items	75,52,.91	69,695.92	- 7.7
Anticipated items	800	256.47	- 67.9
Contingencies	3,434.49	0	- 100.0
Engineering	7,632.19	7,200	- 5.7
Totals	87,388.59	77,584.58	- 11.2

OVERRUNS & UNDERRUNS
CONTRACT 8615

2-0506

Albany-Corvallis Hwy at Circle Blvd

ITEM #	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	+ OR -
1	mobilization	lump sum	100 %	100 %	-
2	temp protect & direct traffic	lump sum	100 %	100 %	-
3	temporary signs Signs shown on plans are 18 sq. ft. more than bid item. Engineer added 2 more signs.	sq. ft.	215	265	+ 23.3
4	temporary barricades	each	6	6	-
5	temp plastic safety marker	each	10	10	-
6	temp reflective pavement marker None needed, excavated areas based in and paved daily with traffic put back on old center line every night.	each	64	0	- 100.0
7	flagmen	hour	200	214	+ 7.0
8	clearing and grubbing	lump sum	100 %	100 %	-
9	removal of struct. & obstructions	lump sum	100 %	100 %	-
10	general excavation	cu yd	1292	1490.5	+ 15.4
11	aggregate shoulder Used all that was needed.	ton	570	270.26	- 52.6
12	class C A C Mix	ton	2810	2524.16	- 10.2
13	asphalt cement in mix	ton	185	155.47	- 16.0
14	delineators	each	20	20	-
15	removal of exist sign installation	lump sum	100 %	100 %	-
16	wood sign posts	lump sum	100 %	100 %	-
17	type C & D signs in place	sq ft	93	90	- 3.2
18	type U signs in place Installed signs as per plans.	sq ft	10	13.11	+ 31.1
19	move modify and reinstall exist signs	lump sum	100 %	100 %	-

STATE FORCE ORDERS

-	permanent pavement striping	$	800	256.47	this may not be complete billing

8615

31
Albany

Salem, Oregon
December 29, 1976

J. E. Verstoeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

49474 - McFadden et al
Circle Blvd. Section
Albany-Corvallis Highway
Benton County

Attached is a description, an authorization and R/W prints covering R/W required for the subject bond project.

BY: f

Floyd O. Scott
Right of Way Description Engineer

FOS:mg

Attach.

8615

8

July 27, 1978

United Pacific Insurance Co.
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On July 21, 1978, we wrote to you concerning release of final payment on Contract No. 8615 awarded to Wildish Corvallis Construction Company for work on the Albany-Corvallis Highway at Circle Boulevard in Benton County.

Final payment on this contract is $2,893.68 and the total contract amount is $69,104.80.. No work was performed under force account.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

fkm

cc Wildish Corvallis Construction Co.
4885 N. E. Highway 20
Corvallis, OR 97330

C. T. Keasey
Walt Hart
C. T. Fredrickson

.8614 Sunset Bay State Park south 1977
of Coos Bay
(Sewage facilities)

#8614

November 16, 1978

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8614 awarded to Garrett & Thomas Const. for sewage facilities in Sunset Bay State Park in Coos County was completed on August 11, 1978, and accepted by the State Highway Engineer on November 14, 1978.

Final payment in the amount of $1,000 will be released to the contractor after November 21, 1978. The total contract amount is $190,028.96 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Garrett & Thomas Const.
Rt. 1, Box 71K
Dallas, OR 97338

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

3614

October 6, 1978

Garrett & Thomas Construction
14365 Orchard Knob Road
Dallas, OR 97338

Gentlemen:

Time Extension
Sunset Bay State Park
Coos County
Contract 3614

Your request for time extension on Contract 3614, Sunset Bay State Park, has been given careful review and consideration. An eleven day extension of the allowable contract time is hereby granted for extra work added to the project. This will eliminate all liquidated damages.

Sincerely,

H. S. Coulter
State Highway Engineer

DA:mk jj

bc: FHWA
C. T. Keasey
Robert Church
Alfred Shirley, Jr.
F. D. Morrison
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, OR

October 4, 1978

RECEIVED
STATE HWY ENGR
OCT 05 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

FROM: O. B. Jackmond
Contract Administration Engr.

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Sunset Bay State Park
Coos County
Contract 8614

Garrett and Thomas Construction, contractor on the subject project, requests an 11 day increase in the allowable contract time in which to complete the project. The contractor has based his request on added work and the late installation of the power. Pertinent dates are:

Work began	11-17-77
Specified completion	7-31-78
Actual completion	8-11-78

Contract special provisions limit clearing to two feet outside of slope lines. Plans show a 14-foot roadbed which closely matches the existing ground. An additional 15 feet along the roadway required clearing to allow for overhead power lines. Six calendar days were required for access road clearing. Proportionately the contractor should be allowed two calendar days for the additional clearing.

Wet conditions required additional measures to help stabilize the access road. On June 1 it was decided to use sand to bridge the soft subgrade. Sand had to be acquired from an outside source. Placing of the sand was completed June 6th. This additional work was covered by P.A.1. Six calendar days should be granted.

There were several small extra work items required during the project. The major items include subexcavation in the lagoon, installation of ladder rungs in the pump house, constructing a float valve box and setting posts at sprinkler risers. These items, paid under P.A.2, required three additional days. It is recommended this time be granted.

The contractor also claimed lost time due to late installation of the power service. Power installation was not complete until August 7, 1978, seven days after contract time expired. Delays were related to service changes and obtaining an agreement with the power company. Electrical hookup and testing of the system could not be performed until power was installed. Work progressed somewhat slowly prior to this time but would probably have been expedited had the power been installed. These delays are intangible and difficult to determine. This time is not necessary in substantiating the contractor's request.

In review, it is recommended the contractor be granted two days for additional clearing, six days for roadbed stabilization and three days for miscellaneous extra work items for a total of 11 days. This will revise the specification completion to August 11, 1978. All liquidated damages will be eliminated.

This is a BOR project and will not require FHWA approval.

A rough draft letter to the contractor is attached.

DA:mk

Attach.

cc: Alfred Shirley, Jr.
F. D. Morrison

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 3614 Contractor Garrett & Thomas Const.

Highway —

Section Sunset Bay State Park

Kind of Work Sewage Facilities

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

An eleven day time extension is hereby granted for extra work added to the project.

Recommended for Approval:

Regional Engineer

O. B. Jacksond
For Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

Contract No.	3614
Project designation	[illegible] State-Federal
Date awarded	October 3, 1977
Work started	November 17, 1977
Per cent completed	100% Aug. 11, 1978 Date
~~Completion Date~~ No. of Workdays Allowed	7-21-78
No. of Workdays Used	11 Extra Days
No. of Added Workdays Requested	11

SP-[illegible]-134

B-320 (Rev. 8-70)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date August 24, 19 78

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from July 21 days to Aug 11 days, within which to complete our Contract No. 8614, without the assessment of liquidated damages. The said contract is described as follows:

Sunset Bay State Park Sewage Facilities

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Attached Letter

Respectfully submitted,

Garrett & Thomas Construction
Contractor

By John Thomas Partner

CONSENT OF SURETY

Date August 28th, 1978

We, UNITED PACIFIC INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Terry Simmons
Terry Simmons Attorney-in-fact

(SEAL)

Resident Agent

GARRETT & THOMAS CONSTRUCTION

Route 2, Box 278C • Dallas, Oregon 97338 • Phone (503) 623-4175
14365 Orchard Knob Rd.

August 24, 1978

Mr. Frank D. Morrison, Resident Engineer
Oregon State Highway Department
P. O. Box 716
Coquille, Oregon 97423

Dear Frank:

We are requesting an extra 11 days due to the fact that we had extra work. Hauling sand took us three days extra for the road; installing ladder rungs and posts for sprinklers, and splicing extra electrical connection took three days; building float valve box took two days; and removing unsuitable material took three days more. We also installed an electrical pole and had extra clearing; and we had no electrical power until August 7, 1978.

Sincerely,

John Thomas

John Thomas, Partner

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 17	No work.
MONDAY 18	No work.
TUESDAY 19	Contractor showed up with the Flow Meter and installed it and checked it out. Everything is working. Plans to remove his equipment and have the clean up work completed today.
WEDNESDAY 20	No work.
THURSDAY 21	No work.
FRIDAY 22	No work.
SATURDAY 23	

REMARKS

Flow meter was installed by the Contractor and everything was working. He plans to remove his equipment from the project site on Tuesday, the 19th of September, 1978.
Semi-Final was sent over to Region on September 22, 1978.

THIS IS THE FINAL REPORT!!!

SIGNED H. D. Morrison LOCATION Coquille
Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8614

FINAL REPORT

8

FORM 81-734-3001
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Sunset Bay State Park		WEEK ENDING: September 23, 1978
		SECTION PREFIX: 906-2704
HIGHWAY: Cape Arago		COUNTY: Coos
NAME OF JOB: Sunset Bay State Park	KIND OF WORK: Sewage Facilities	
CONTRACTOR: Garrett & Thomas	CONTRACT NUMBER: 8614	FEDERAL AID PROJECT NUMBER: BOA
DATE OF CONTRACT: October 3, 1977	DATE WORK STARTED: December 17, 1977	ESTIMATED COMPLETION DATE: August 11, 1978
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: July 31, 1978	PERCENT OF TIME ELAPSED: 105
PROJECT AUTHORIZATION: $212,292.92		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $193,464.64	ENGINEERING AUTHORIZATION: $16,834.28	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: 193,176.17 $193,464.64	This Week- 69.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
	ENGINEERING COST TO DATE: $17,685.66	
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 105.1 %	DATE PROJECT WAS COMPLETED: August 11, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	9,900	400			
TOTAL QUANTITIES CORRECTED TO DATE	9,900	605			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	9,900	605			
AVERAGE DAILY QUANTITIES	0	0			
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			
NUMBER OF SHIFTS PER DAY	0	0			
HOURS PER SHIFT	0	0			

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 17	Showers			
MONDAY 18	Fair			
TUESDAY 19	Fair			
WEDNESDAY 20	Fair			
THURSDAY 21	Showers			
FRIDAY 22	Fair			
SATURDAY 23				

RECEIVED
SEP 25 1978
CONSTRUCTION BRANCH

Keesey, Jackmond, Hopkins, Williams, Johnson, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

8614

8

COOS COUNTY
PLANNING DEPARTMENT
COURTHOUSE, COQUILLE
OREGON 97423

David M. Richey, Director

Sept. 9, 1977

NOTED
E. S. HUNTER

Oregon State Parks Branch
Attn: Larry Jacobson,
Assistant Superintendant
Planning and Design Section
525 Trade St., S.E.
Salem, OR 97310

NOTED
L. JACOBSON

RE: Sunset Bay Park Sewage Improvement

Dear Mr. Jacobson:

It has been determined that your proposal to pump effluent from septic tanks to sewage lagoons and its eventual disposal by irrigation is an accessory use to the state park in the INR zone.

Implementation of your proposed sewage improvement is thus permitted outright, with no further review requirements by this office.

We apologize for any loss of time and inconvenience our deliberations have caused you. If we may be of further assistance to you in this or any other matter, please do not hesitate to contact us.

Sincerely,
COOS COUNTY PLANNING DEPT.

W.B. Meithof,
Ordinance Administrator

WBM/td

RECEIVED
TECHNICAL SERVICES
SEP 14 77
REFER TO
Gerstup
FOR
Info | Initial | R/D | O/R | Sign | Appl | File
X

cy

(#1) 8614

9

DEPARTMENT OF TRANSPORTATION

ROBERT W. STRAUB
GOVERNOR

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

September 29, 1976

TO Executive Department
Federal Aid Coordination Unit

Coos-Curry Council of Governments
P.O. Box 647
1975 McPherson Street North
North Bend, OR 97459

FROM for D. E. Swim
Federal Aid Engineer

SUBJECT Notice of Intent for
State Admin. Dist. No. 7
Section: Sunset Bay State Park
Highway: Coos Bay
County: Coos

In accordance with the requirements of Circular No. A-95 of the Bureau of the Budget of the U.S. Government, attached are Notices of Intent for the subject project for your review and comment.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be October 26, 1976.
If additional information is desired, please contact Larry Jacobson. phone 378-6289.

BLG: dpy
Attachments

cc: ~~H.~~ S. Coulter
D. G. Talbot
J. H. Versteeg
R. E. Royer
J. B. Boyd
Gary Potter

Region Engineer: A. Shirley
District Engineer: B. E. Brown
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
OCT 7 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 [12] APPLICANT: OREGON STATE HIGHWAY DIVISION [45] | [46] DIVISION: Parks and Recreation [79]

03 [12] APPLICANT ADDRESS STREET: 525 Trade St. S.E. [45] | [46] CITY: Salem [60] | [76] ZIP: 97310 [80]

04 [12] CONTACT PERSON: Larry Jacobson [45] | [46] AREA CODE: 503 [48] | [49] PHONE: 378 [55] | [56] EXTENSION: 6289 [59]

01 [12] PROJECT TITLE: Sunset Bay State Park Sewer System [71]

11 [12] PROJECT LOCATION—CITY: Coos Bay | PROJECT LOCATION—COUNTY: Coos County | PROJECT LOCATION [79]: SEC. 1, 6, 7, 12; T. 25S; R. 14W

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 [11] This project will replace an existing package sewage treatment with an out [71]

07 [12] fall into the Pacific Ocean. Plans call for trailer sanitary station and [71]

08 [12] gravity feed to an existing pump. The sewage will be pumped from the park [71]

09 [12] to a treatment plant further north. [71]

10 [12] This is a State Park Project. [71]

12

[12] (A) Grant [19]	[20] (B) Other [27]	[28] (C) State [35]	[36] (D) Local [43]	[44] (E) FUNDS [51]	[52] (F) FUNDS [60]
$200,000					$200,000

(AMOUNT REQUESTED—FEDERAL FUNDS; NON-FEDERAL MATCHING FUNDS; OTHER; TOTAL)

13 [12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45] | [46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79]

14 [12] FEDERAL PROGRAM TITLE: Public Works Employment Act - Title I [71]

15 [12] FEDERAL AGENCY NAME: U. S. Department of Commerce [45] | [46] FEDERAL SUB-AGENCY NAME: Economic Dev. Administration [79]

17 (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes [ ] 29 No [X] 30 Date: _____

(D) REVIEW REQUIRED by A-95: Yes [X] 31 No [ ] 32

(E) ENVIRONMENTAL IMPACT: Yes [X] 33 No [ ] 34

(F) HOUSING RELOCATION REQUIRED: Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE: [41] MONTH: October [42] | [43] DAY: 26 [44] | [45] YEAR: 1976 [46]

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) P. L. 94-369 Public Work Emp. Act

V. Has funding agency been notified? No ☐ Yes ☐ Date:

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

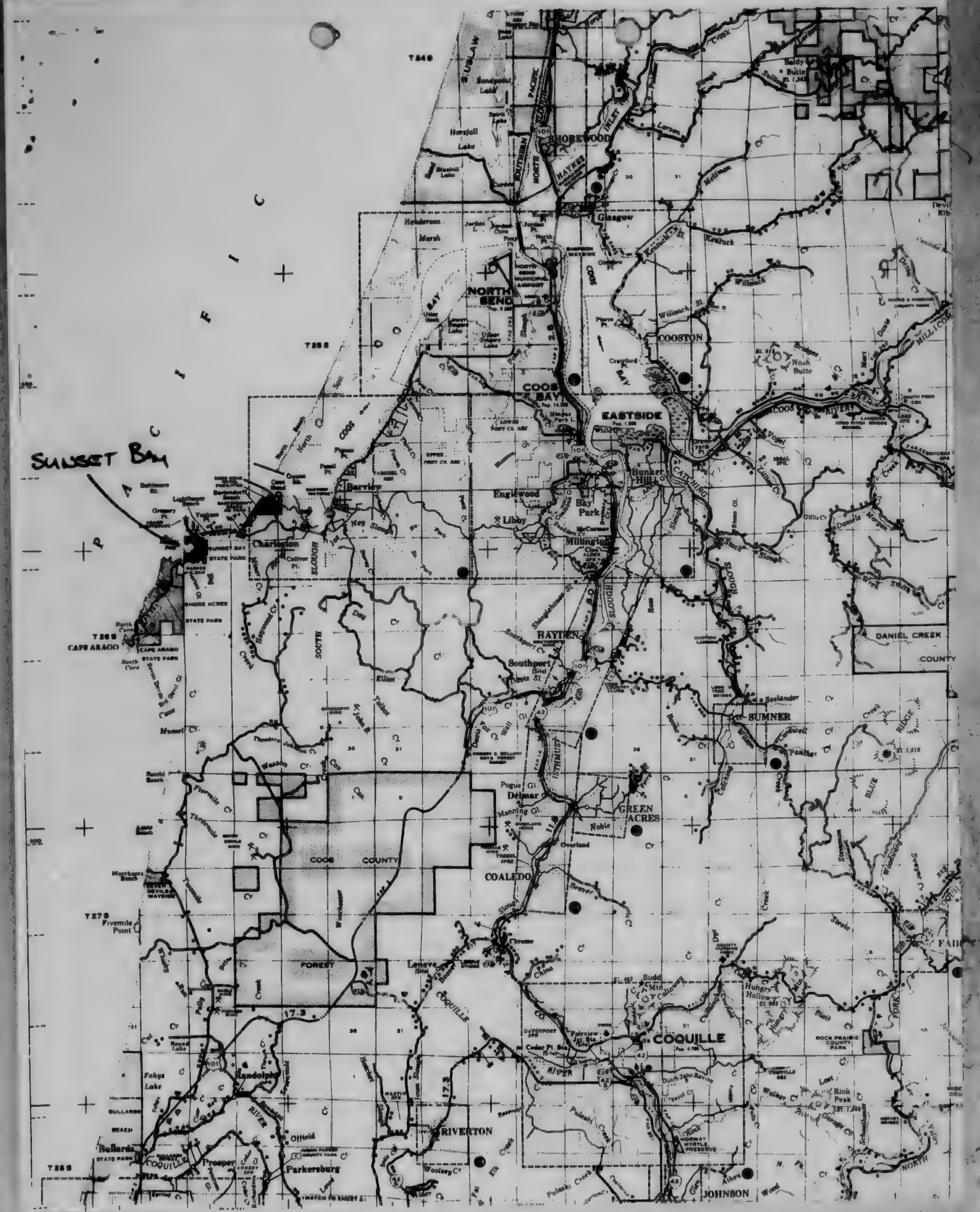
	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

Ju 2


SUNSET BAY
NORTH BEND
COOS BAY
EASTSIDE
COOSTON
HAYDEN
Southport
SUMNER
GREEN ACRES
COALEDO
COOS COUNTY
FOREST
COQUILLE
RIVERTON
Bullards
Prosper
Parkersburg
Randolph
Barview
Charleston
Englewood
Libby
Millington
Bunker Hill
Bay Park
Glasgow
HOREWOOD
Delmar
Offield
JOHNSON
DANIEL CREEK
COUNTY
PACIFIC
T26S
T27S
T28S
17.3

8616 Pac. Hwy. E. @ S. Ivy St. 1977
(Canby) Sec.
(Paving & signals)

C+A 6204 9-19-77

RR 897 - 11-2-77

#8616

Department of Transportation
STATE HIGHWAY DIVISION

July 3, 1979

Vic Atiyeh

Hamilton Electric, Inc.
232 West 5th Avenue
Post Office Box 708
Eugene, OR 97440

Attention: Mr. Emerson Hamilton

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
JUL 5 - '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Gentlemen:

Pacific Highway East at
South Ivy (Canby)
Contract No. 8616

In response to your June 28 letter, we have again reviewed this project in respect to your previously requested time extension. A careful review has been made of the project records to determine to the best of our ability the true cause of delays to this project.

It is noted that your schedule submitted to us indicates that the project would be completed five calendar days subsequent to the installation of the controller. The controller was actually ready for pickup at our testing facility on June 13 and could have been installed on the 14th or 15th, which would yield a completion date of approximately June 20, 1978. The actual completion date was July 12, some 22 to 23 calendar days subsequent to the time of completion arrived at by using your original schedule compared with the actual availability of the controller. We further note that the controller had some problems during the testing phase. The controller was delivered to our testing facility on May 17, 1978 and testing commenced on May 19. This testing procedure normally requires five days. Component failures were encountered and the testing could not be completed and the controller approved until June 13, a delay of 20 calendar days. This delay is clearly the responsibility of the contractor (and/or his supplier). Although the controller was approved and ready for delivery at our testing facility on June 13, it was not picked up by you until June 20, a delay of seven calendar days. This review of the project records does not indicate that the controller did in fact delay completion of the project beyond the originally specified completion time.

We have reexamined the letters submitted by you from your supplier, Signals & Control Systems, Inc., and the manufacturer, Safetran Traffic Systems, Inc., and again do not find a valid reason for time extension. The letter from Signals & Control Systems, Inc. refers to an "industry wide shortage" of electronic components. This is not verified and in order to do so, we would need verification of at least two efforts to different

manufacturers with the responses indicating an industry wide shortage of electronic components from each manufacturer. The letter from Safetran Traffic Systems, Inc. indicates in effect that they underestimated the complexity of the project. This is not a valid reason for time extension.

From the information available to us, we can find no basis to alter our original decision.

Very truly yours,

C. T. Keasey
Asst. State Highway Engineer

OBJ:fr

bc: H. S. Coulter

8616

HAMILTON ELECTRIC Inc.
ELECTRICAL CONTRACTING

RECEIVED
STATE HWY ENGR
JUN 29 '79
REFER TO
Research
FOR

orig to

June 28, 1979

H. S. Coulter
State Highway Engineer
Dept. of Transportation
Transportation Building
Salem, Oregon 97310

RE: Pacific Highway East at South Ivy (Canby)
Oregon State Highway Department #8616

We have received and reviewed your June 15th letter which has granted us 4½ calendar days extension on this project. This letter is to serve as an official appeal of your decision not to allow the remaining 23½ days of liquidated damages that have been assessed.

The second paragraph of your letter refers to time for rocks, labor unavailability, and late material delivery in our March 9, 1979 request for time extension. We did not request time for rocks or nonavailability of labor in our final request. We did request and document the reason for the late delivery of the traffic signal controller. This was due to a shortage of electronic components. Our documentation included a letter from the manufacturer, Safetran, as well as our supplier, Signal and Control Systems, Inc. Will you please review again our request and the enclosed documentation. We are not referring this back to the Resident Engineer since we have discussed the matter with him and understand that his recommendation was for a granting of a waiver of all of the assessed liquidated damages.

HAMILTON ELECTRIC, INC.

Emerson Hamilton

EH/jb

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

SAFETRAN TRAFFIC SYSTEMS, INC.

Santa Clara Operations
3281 Scott Blvd.
Santa Clara, CA 95051
(408) 241-9606

Colorado Springs Operations
100 E. Commerce St., P.O. Box 700
Colorado Springs, CO 80933
(303) 473-5210

April 9, 1979

Signal & Control Systems
2685 151st. Place N.E.
Redmond, Wa. 98052

Subject: Your Purchase Order Number SV85175

Gentlemen:

This letter is to reinterate and confirm telephone conversations between our organizations regarding the subject order.

Despite every effort possible to expedite our completion of the project we were not able to ship until April of 1978.

This project was originally quoted on October 19, 1977. There was recognition of complexity by virtue of the quoted price, but certainly not in the statement of our shipping capability.

Upon receit of your purchase order a carefull review of plans and specifications clearly established this a major engineering effort. The unique external preemptor was a engineering effort, a factor of 4 or 5 over a standard cabinet project.

In addition, the availability of electronic parts, to include parts covered by yearly contracts, had become a serious problem. Shipments were delayed and quantities reduced or completely deleted generating addition frustration in the production effort of both manufacture and engineering. Most severely impacted by the parts situation was the external preemptor.

I assure that every effort was made to complete this project in a timely fashion.

Sincerely,

J Bruno.

John Bruno
Manager, Marketing Administration

JB/ch

Corporate Offices: 100 E. Commerce St., P.O. Box 7009
Colorado Springs, CO 80933 (303) 473-5210

Signals & Control Systems, Inc.

2685 - 151st Place N.E.
Redmond, Washington 98052 • (206) 885-7443

3/27/79

Hamilton Electric
232 W. 5th Ave.
Eugene, Or.
97401

Att: Ken Hamilton

Re: OSHD Contract #8616 (Canby)

Dear Mr. Hamilton

This letter is to explain why we were late in delivering the traffic signal controller. We recieved your purchase order on 11/7/77 and issued a purchase order for the controller to Safetran Traffic Systems on 11/9/77. We recuested a delivery date of 2/15/78. We did not recieve the controller and cabinet until 4/19/78. The reason for this late delivery as explained to us by Safetran was a shortage of electronic components. These components are purchased from semi-conductor manufactures and at that time there was a industry wide shortage of these items.

If you need any additional information please contact me.

Sincerely

David E. Naf
Sec./Trea.

8616

June 26, 1979

Great American Insurance Co.
2030 Ninth Avenue
Seattle, Washington 98121

Gentlemen:

A post-final payment for $337.50 will be made to Hamilton Electric, Inc., on Contract No. 8616 for work on the Pacific Highway East at South Ivy Street in Canby in Clackamas County as soon as the warrant is prepared.

The total amount paid on this contract will be $57,831.33 including the post-final payment. No force account work was performed on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

fhm

cc Hamilton Electric, Inc.
232 West 5th Avenue
Eugene, OR 97401

Smith & Grahse, Inc.
58 West 11th Avenue
Eugene, OR 97401

C. T. Keasey
Walt Hart
Ed Hardt

3616

June 15, 1979

Hamilton Electric, Inc.
234 West Fifth Avenue
Eugene, OR 97401

Gentlemen:

Time Extension Request
Pacific Highway E. @ S. Ivy (Canby)
FAP No. HHS-26(5)
Contract No. 8616

Your request for a time extension on the above project has been reviewed. Normally we do not consider such requests subsequent to completion of all work under the contract. However, in this instance we will make an exception based upon the Resident Engineer's statement that firm verbal notice was received prior to the completion of all contract work.

Our review of your request indicates that 4½ calendar days were charged during a holiday work suspension. These will be returned to you. Additional time is not granted for boulders encountered in the pole base excavation; labor unavailability; or late materials delivery, since these items are your responsibility. There remains 23½ days of liquidated damages assessed under this contract.

Please contact the Resident Engineer if there are further questions in this matter.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:fr jh
bc: Federal Highway Administration
C. T. Keasey
C. O. Fredrickson
Warren Mueller
Robert Church
Richard Hacek

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8616

Salem, Oregon
June 12, 1979

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension Request
Pacific Highway East @
South Ivy Street (Canby)
Contract No. 8616

TO: H. S. Coulter
State Highway Engineer

The contractor on this project, Hamilton Electric, Inc., has submitted a request for additional time to complete the contract. The contractor's request is on the borderline of being too late for consideration. The contractor's written request is dated March 9, 1979 and the third notification date for this project was October 26, 1978. However, the Resident Engineer advises that a clear statement of intent to submit a time extension request was received prior to the third notification date. While this may not be the most desirable policy, I recommend that the contractor's request be considered in this instance.

Additional time is requested by the contractor for the following reasons:

Item	Time Requested
1. Holiday suspension of work	4½ calendar days
2. Boulders in pole base excavation	5 " "
3. Labor unavailability	14 " "
4. Late material delivery	42 " "

Work was suspended by a written stop work order effective at noon on Friday, June 30 through July 4, 1978. Time was charged during this period. These 4½ calendar days should be returned to the contractor.

The remaining items for which additional time is requested are clearly the responsibility of the contractor under the terms of the contract and no additional time is recommended for these reasons.

Therefore, a time extension of 4½ calendar days is recommended leaving 23½ days of liquidated damages in effect on this project.

This is a Federal-aid project and FHWA concurrence will not be required.

A rough draft letter to the contractor is attached.

OBJ:fr
Att.
cc: C. O. Fredrickson
Warren Mueller

RECEIVED
STATE HWY ENGR
JUN 13'79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

E-220 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date March 9, 19 79

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 220 days to 246-½ days, within which to complete our Contract No. 8616, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE ATTACHED

Respectfully submitted,

Hamilton Electric, Inc.
Contractor

By Otha E Hamilton

CONSENT OF SURETY

Date March 15, 19 79

We, GREAT AMERICAN INSURANCE COMPANY

, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Genevieve A. Bernhardt
Attorney-in-fact
Genevieve A. Bernhardt

(SEAL)

not required by law
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8616 Contractor Hamilton Electric, Inc.

Highway Pacific Highway East

Section Pacific Highway East @ South Ivy (Canby)

Kind of Work Paving and Signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Four and one-half (4½) calendar days granted due to stop work order over 4th of July holiday, leaving 23½ days liquidated damages in effect.

Recommended for Approval:

A. L. Schlecht
Asst. Regional Engineer

O. B. Jackman
Construction Engineer or ~~Bridge Engineer~~

H. L. Coulter
State Highway Engineer

Contract No. 8616

Project designation HHS - 26 (5)
State-Federal

Date awarded 10-25-77

Work started April, 24, 1978

Per cent completed 100% July 12, 1978
Date

No. of ~~Work~~ CALENDAR days Allowed 220

No. of ~~Work~~ CALENDAR days Used 248

No. of Added ~~Work~~ CALENDAR days Requested ~~20~~ 28

SP*0178B-734

GREAT AMERICAN INSURANCE COMPANY

The number of persons authorized by this power of attorney is not more than TWO

No. O 11400

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That the GREAT AMERICAN INSURANCE COMPANY, a corporation organized and existing under and by virtue of the laws of the State of Ohio, does hereby nominate, constitute and appoint the person or persons named below its true and lawful attorney-in-fact or attorneys-in-fact, for it and in its name, place and stead to execute in behalf of the said Company, as surety, any and all bonds, undertakings and contracts of suretyship: provided that the liability of the said Company on any such bond, undertaking or contract of suretyship executed under this authority shall not exceed the limit stated below.

Name	Address	Limit of Power
BETTY JEAN LARSEN GENEVIEVE A. BERNHARDT	BOTH OF EUGENE, OREGON	BOTH $500,000.

This Power of Attorney revokes all previous powers issued in behalf of the attorney(s)-in-fact named above.

IN WITNESS WHEREOF the GREAT AMERICAN INSURANCE COMPANY has caused these presents to be signed and attested by its appropriate officers and its corporate seal hereunto affixed this 21st day of June 19 78

Attest:

GREAT AMERICAN INSURANCE COMPANY

STATE OF OHIO, COUNTY OF HAMILTON – ss:

On this 21st day of June 1978, before me personally appeared ROBERT M. SCHUDER, to me known, being duly sworn, deposes and says that he resided in Cincinnati, Ohio, that he is the Vice President of the Great American Insurance Company, the Company described in and which executed the above instrument; that he knows the seal of the said Company; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by authority of his office under the By-Laws of said Company, and that he signed his name thereto by like authority.

This Power of Attorney is granted under and by authority of Article V of the By-Laws of the Company, extracts of which read as follows:

ARTICLE V.
Officers: Powers and Duties.

Section 4.... The President... shall also have power and authority, from time to time, to appoint and fix the compensation of one or more attorneys-in-fact, to prescribe their respective duties and the respective limits of their authority and to revoke any such appointment, at any time, in his discretion.

Section 5.... the several Vice Presidents... shall act, in the order of their appointment, in the place of the President exercising all his powers and performing his duties, during his absence or disability.

This Power of Attorney is signed and sealed by facsimile under and by authority of the following Resolution adopted by the Board of Directors of the Great American Insurance Company at the organization meeting duly called and held on the 1st day of October, 1976.

RESOLVED, that the Company seal and the signature of any officer authorized by the By-Laws may be affixed by facsimile to any power of attorney and revocation of any power of attorney or certificate of either given for the execution of any bond, undertaking, contract of suretyship, or other written obligation in the nature thereof, such signature and seal, when so used being hereby adopted by the Company as the original signature of such officer and the original seal of the Company, to be valid and binding upon the Company with the same force and effect as though manually affixed.

CERTIFICATION

I, W. R. BILY, Secretary of the Great American Insurance Company, do hereby certify that the foregoing Power of Attorney, the above quoted abstracts of Sections 4 and 5 of Article V of the By-Laws, and the Resolution of the Board of Directors of October 1, 1976 have not been revoked and are now in full force and effect.

Signed and sealed this 31 day of Jan. 1979

S-1029E — 10-76 Printed in U.S.A.

ELECTRICAL CONTRACTING

March9, 1979

Oregon State Highway Department #8616
Pacific Highway East @ South Ivy Street (Canby)

On June 15, 1978 the O.S.H.D. issued a stop work order from noon June 30, 1978 through July 4, 1978 (copy attached). However, as shown on the attached calendar day sheets, the 4-½ days were not deducted from the calendar day count. It appears to us that the calendar day count should be suspended in accordance with section 108.08 (p-1) (3) of the Standard Specifications.

The contract on this project was awarded on October 25, 1977 with the calendar day count to start on November 7, 1977. Our purchase order for the traffic control equipment was placed on November 2, 1977 (copy attached), which was on a timely basis.

We submitted a work schedule (copy attached) to the Engineer at the pre-construction conference. Our schedule called for the installation of the signals on N signs on May 5th through 9th and installation of the controller on May 11th. Our purchase order to our supplier indicated that the delivery of the signal and control equipment should be made to us on April 1, 1978. This was approximately 20 weeks after the placement of the purchase order, which should have allowed plenty of time for the equipment to be furnished. The equipment was not shipped to us by our supplier until May 11, 1978 (copy of their invoice attached). This shipping time was 6 weeks after we had requested shipment of materials and put us considerably behind our schedule after the material was run through the O.S.H.D. Lab. A copy of the letter from our supplier explaining his reasons for the delay is enclosed. Just as soon as we did receive the controller and equipment on the job, it was installed on a timely basis. In our opinion, the delay on this project was due to a cause beyond our control and we feel the time extension should be granted.

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

ELECTRICAL CONTRACTING

Oregon State Highway Department Contract #6618
Pacific Highway East @ South Ivy (Canby)

On June 15, 1978 the O.S.H.D. issued a stop work order from noon June 30, 1978 thru July 4, 1978 (copy attached). However, as shown on the attached calendar day sheets, the 4½ days were not deducted from the calendar day count. It appears to us that the calendar day count should be suspended in accordance with Section 108.08 (b-1) (3) of the Standard Specifications.

When we were digging the holes for the pole bases, we ran into rock and boulders and had to use a truck to pull the rock out. This required an additional 5 days which we were unable to anticipate and re request credit for this time due to the unknown subsurface rocks.

We also request credit for 14 days for the initial 2 weeks of scheduled construction on the project when we were unable to obtain qualified electricians familiar with this type of work to place on the project so it could be started on a timely basis. Our regular crew was tied up on other O.S.H.D. projects and qualified men were not available through the hiring hall. We placed a qualified installation crew on the job just as promptly as we could.

The remaining 4½ days are our responsibility in our opinion.

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

March 19, 1979

Mr. Warren E. Mueller, Resident Engineer
Oregon State Highway Department
P. O. Box 14030
Salem, Oregon 97310

RE: O.S.H.D. Contract #8618, Canby Signals

This is to advise you that it is our intent to submit a request for an increase in the number of work days on this project. The request is complete with the exception of one letter of documentation from our supplier. Just as soon as this is received, we will forward the entire request to you.

HAMILTON ELECTRIC, INC.

Emerson Hamilton

EH/jb

3-1086

OREGON STATE HIGHWAY DIVISION

FEBRUARY 16, 1979
P.O. BOX 14030
SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Hamilton Electric, Inc.
P.O. Box 708
Eugene, Oregon 97440

Attn: Ken Hamilton

Pacific Hwy. East @
S. Ivy St. (Canby)
Clackamas county
Contract 8616

Dear Sir:

Your request for additional days to increase the work day count on the above project has been received.

As I discussed with Betty Hanson, of your office; at present the only days I can authorize are the 4½ days for the Stop Work Order, for the 4th of July holiday.

If you have records to show lack of equipment, due to failure of suppliers to timely ship equipment, this might be used as a basis for an extension.

Yours very truly,

Warren E. Mueller

WARREN E. MUELLER
RESIDENT ENGINEER

cc: File

WEM/dg

Form 81-734-3122

HAMILTON ELEC IC, INC.

232 West Fifth Ave.
P. O. Box 708
EUGENE, OREGON 97401 (BUYER)

PUR CHASE ORDER

Show this Purchase Order Number on all correspondence, invoices, shipping papers and packages. **No. 0065**

TO Simon & Co. Inc. Seattle

(SELLER)

DATE OF ORDER 11-2-77 | REQ. NO. 77-38

SHIP TO

Please enter our order for the following, subject to the conditions and instructions herein contained. IMPORTANT — This order is not valid until the attached acknowledgment has been signed and returned. This order expressly limits acceptance to the terms stated herein, and any additional or different terms proposed by the seller are rejecte ' unless expressly assented to in writing by buyer. CONDITIONS ARE ON REVERSE HEREOF. By accepting this order, seller agrees to be bound by the specifications, terms, agreements and conditions set forth in Contract No. 540 0616 which by this reference is expressly incorporated herein and made a part hereof, including without limitation, the provisions for completion and liquidated damages. Approval drawings, certifications and guarantee of equipment are required.

MUST BE RECEIVED BY:	SHIP VIA:	F.O.B. POINT:	TERMS:
Nov. 1, 1977	Truck	Our Shop Eugene Ore.	

	QTY. ORDERED	QTY. RECEIVED	STOCK NUMBER/DESCRIPTION	UNIT PRICE	TOTAL
1	1		54 Conduit 12 12" Cab.		
2	1		12" R" Simon Item		
3	2		8"-F" - 8" X 8"G Simon		
4	1		12" F" 8" X 8" G Simon		
5	4		12" R" - 12" X - 12" G Simon		13,077
6	4		Type E 12" Simon		
7	5		Pos 12" C. 7 Sign		
8	2		Int. Illum Sign		
9	2		12" R" Sign w/ Wall		
10	1		6" - 6" x 12" Term Cab. 4 wire		
11	1		6" - 8" x 12" " - 12" "		
12	2		6" x 8" x 12" " - 26" "		
13	1		6" x 8" x 18" " - 34" "		
14			Sales Tax 7%		13077.00
15			Delivery Charges		
16			Pay Tax Cash		
17					

INSTRUCTIONS

1. Execute acknowledgment copy hereof and return to Buyer. No other form of acceptance is binding on Buyer.
2. Excess unauthorized shipments are subject to rejection and returr
3. All changes of any type or nature must be agreed to in writing by us.
4. Render all invoices in duplicate.

HAMILTON ELECTRIC, INC. (BUYER)

Authorized By

OFFICE COPY

ELECTRICAL CONTRACTING

WORK SCHEDULE

TRAFFIC SIGNAL INSTALLATION
PACIFIC HIGHWAY EAST @ SOUTH IVY STREET (CANBY)
OREGON STATE HIGHWAY DEPARTMENT CONTRACT #8616

	APPROX. WORK DAYS	COMPLETION DATE
INSTALL POLE FOUNDATIONS	5	APRIL 17-21
INSTALL UNDERGROUND CONDUIT	1	APRIL 24
A.C. PAVING	1	MAY 1
INSTALL LOOPS	4	APRIL 25-28
INSTALL POLES	1	MAY 1
PULL WIRE	1	MAY 2
INSTALL SPANS	2	MAY 3-4
INSTALL SIGNALS AND SIGNS	3	MAY 5-9
INSTALL SERVICE & TERMINAL CABINETS	1	MAY 10
INSTALL CONTROLLER	1	MAY 11
REMOVE EXISTING SIGNALS	1	MAY 16

232 WEST 5th AVENUE 503/345-8711 POST OFFICE BOX 708 EUGENE, OREGON 97440

INVOICE

Signals & Control Systems, Inc.

2685 - 151 Place N.E. • Redmond, Washington 98052 • Phone (206) 885-7443

SOLD TO

HAMILTON ELECTRIC, INC.
232 WEST FIFTH AVE.
EUGENE, OREGON 97401

SHIPPED TO

ITEM NUMBER 1-O.S.H.D.
SALEM, OREGON
ITEM NUMBER 2- HAMILTON
ELECTRIC-EUGENE

INVOICE DATE	DATE SHIPPED	SHIPPED VIA	YOUR ORDER NO.	F.O.B.	TERMS	INVOICE NO.
5/12/78	5/11/78	SYS. 99	0065	EUGENE	NET 30	J77-1253

QUANTITY	DESCRIPTION	PRICE	AMOUNT
1	LOT TRAFFIC CONTROL EQUIPTMENT FOR THE O.S.H.D.		
	JOB 8616-PACIFIC HWY. EAST AT IVY ST.(CANBY)		13,377.00

-22-
Chgd.

April 1, 1978

P.O. # 0065
11/7/77
AY 12 1978

INV DATE TO

THANK YOU

Signals & Control Systems, Inc.

2685 - 151st Place N.E.
Redmond, Washington 98052 • (206) 885-7443

3/27/79

Hamilton Electric
232 W. 5th Ave.
Eugene, Or.
97401

Att: Ken Hamilton

Re: OSHD Contract #8616 (Canby)

Dear Mr. Hamilton

This letter is to explain why we were late in delivering the traffic signal controller. We recieved your purchase order on 11/7/77 and issued a purchase order for the controller to Safetran Traffic Systems on 11/9/77. We requested a delivery date of 2/15/78. We did not recieve the controller and cabinet until 4/19/78. The reason for this late delivery as explained to us by Safetran was a shortage of electronic components. These components are purchased from semi-conductor manufactures and at that time there was a industry wide shortage of these items.

If you need any additional information please contact me.

Sincerely

David E. Naf
Sec./Trea.

SAFETRAN TRAFFIC SYSTEMS, INC.

Santa Clara Operations
3281 Scott Blvd.
Santa Clara, CA 95051
(408) 241-9606

Colorado Springs Operations
100 E. Commerce St., P.O. Box 7009
Colorado Springs, CO 80933
(303) 473-5210

April 9, 1979

Signal & Control Systems
2685 151st. Place N.E.
Redmond, Wa. 98052

Subject: Your Purchase Order Number SV85175

Gentlemen:

This letter is to reinterate and confirm telephone conversations between our organizations regarding the subject order.

Despite every effort possible to expedite our completion of the project we were not able to ship until April of 1978.

This project was originally quoted on October 19, 1977. There was recognition of complexity by virtue of the quoted price, but certainly not in the statement of our shipping capability.

Upon receit of your purchase order a carefull review of plans and specifications clearly established this a major engineering effort. The unique external preemptor was a engineering effort, a factor of 4 or 5 over a standard cabinet project.

In addition, the availability of electronic parts, to include parts covered by yearly contracts, had become a serious problem. Shipments were delayed and quantities reduced or completely deleted generating addition frustration in the production effort of both manufacture and engineering. Most severely impacted by the parts situation was the external preemptor.

I assure that every effort was made to complete this project in a timely fashion.

Sincerely,

J Bruno.

John Bruno
Manager, Marketing Administration

JB/ch

ROBERT W. STRAUB
~~TOM McALL~~
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE HIGHWAY DIVISION

JUNE 15, 1978
P.O. BOX 14030
SALEM, OREGON 97310

HAMILTON ELECTRIC, INC.
P.O. BOX 708
EUGENE, OREGON 97401

PACIFIC HWY E. @ S. IVY ST.
(CANBY)
CLACKAMAS COUNTY
CONTRACT 8616

SUBJECT: Holiday Work Schedule.

No work shall be preformed, from Friday noon June 30, 1978 thru July 4, 1978, that will interfere with the 4th of July traffic flow.

Please inform your subcontractors on this project.

Yours Truly;

Warren E. Mueller
WARREN E. MUELLER
RESIDENT ENGINEER

cc: Region
file

WEM/dg

Form 81-734-3122

Oregon State Highway Division

WEEKLY STATEMENT OF CALENDAR DAY CHARGES

County	CLACKAMAS
Section	PACIFIC HWY. EAST @ S. IVY ST. (CANBY)
Highway	PACIFIC EAST
Contract No.	8616
Kind of Work	PAVING AND SIGNALS
Week of	JUNE 25, 1978
Date of Statement	? JULY 5, 1978
CONTRACTOR	HAMILTON ELECTRIC, INC.

UNIT OF WORK									REASON FOR NOT CHARGING AS CALENDAR DAY
BEGINNING DATE OF CALENDAR DAY COUNT									
Day of Week	Day of Month	Predominant Weather							
Sun.	25	Cloudy	1						
Mon.	26	Cloudy	1						
Tue.	27	Clear	1						
Wed.	28	Clear	1						
Thu.	29	Cloudy	1						
Fri.	30	Ptly. Cloudy	1						
Sat.	1	Cloudy	1						
TOTAL FOR CURRENT WEEK			7						
TOTAL CALENDAR DAYS CHARGED ON PREVIOUS WEEK'S STATEMENT			230						
REVISIONS (+ or −) (Explain Below)			0						
CALENDAR DAYS CHARGED TO END OF CURRENT WEEK			237						
LIMITING NUMBER OF CALENDAR DAYS			220						
CALENDAR DAYS REMAINING			0						
EXCESS CALENDAR DAYS USED			17						

COMMENTS:

Date Mailed to Contractor: JULY 7, 1978

Signed By: Warren E. Mueller

WARREN E. MUELLER — Resident Engineer

DISTRIBUTION

_____Original to Contractor's Headquarters

_____Duplicate to Contractor's Representative on Job

_____Triplicate to Bridge or Construction Engineer in Salem

_____Quadruplicate to Region Engineer, to be destroyed when final estimate is paid

_____Quintuplicate retained by Resident Engineer, to be destroyed when final estimate is paid

Form 81-734-3483

Oregon State
Highway Division

WEEKLY STATEMENT OF CALENDAR DAY CHARGES

County	CLACKAMAS
Section	PACIFIC HWY. EAST @ S. IVY ST. (CANBY)
Highway	PACIFIC EAST
Contract No.	8616
Kind of Work	PAVING AND SIGNALS
Week of	JULY 2, 1978
Date of Statement	JULY 7, 1978

CONTRACTOR
HAMILTON ELECTRIC, INC.

UNIT OF WORK									REASON FOR NOT CHARGING AS CALENDAR DAY
BEGINNING DATE OF CALENDAR DAY COUNT									
Day of Week	Day of Month	Predominant Weather							
Sun.	2	Cloudy	1						
Mon.	3	Cloudy	1						
Tue.	4	Ptly. Cloudy	1						
Wed.	5	Clear	1						
Thu.	6	Clear	1						
Fri.	7	Clear	1						
Sat.	8	Clear (est)	1						
TOTAL FOR CURRENT WEEK			7						
TOTAL CALENDAR DAYS CHARGED ON PREVIOUS WEEK'S STATEMENT			237						
REVISIONS (+ or −) (Explain Below)			0						
CALENDAR DAYS CHARGED TO END OF CURRENT WEEK			244						
LIMITING NUMBER OF CALENDAR DAYS			220						
CALENDAR DAYS REMAINING			0						
EXCESS CALENDAR DAYS USED			24						

COMMENTS:

Date Mailed to Contractor
JULY 7, 1978

Signed By Warren E. Mueller
WARREN E. MUELLER — Resident Engineer

DISTRIBUTION
- Original to Contractor's Headquarters
- Duplicate to Contractor's Representative on Job
- Triplicate to Bridge or Construction Engineer in Salem
- Quadruplicate to Region Engineer, to be destroyed when final estimate is paid
- Quintuplicate retained by Resident Engineer, to be destroyed when final estimate is paid

Form 81-734-3483

Oregon State Highway Division

WEEKLY STATEMENT OF CALENDAR DAY CHARGES

County: ~~Clackamas~~

Section: PACIFIC HWY. EAST @ S. IVY ST (CANBY)

Highway: PACIFIC EAST

Contract No.: ~~8616~~

Kind of Work: Paving and Signals

Week of: JULY 9,1978

CONTRACTOR: Hamiliton Electric

Date of Statement: July 17, 1978

UNIT OF WORK										
BEGINNING DATE OF CALENDAR DAY COUNT										
Day of Week	Day of Month	Predominant Weather								REASON FOR NOT CHARGING AS CALENDAR DAY
Sun.	9	Clear	1							
Mon.	10	Clear	1							
Tue.	11	Clear	1							
Wed.	12	Clear	1							COMPLETION DATE
Thu.										
Fri.										
Sat.										
TOTAL FOR CURRENT WEEK			4							
TOTAL CALENDAR DAYS CHARGED ON PREVIOUS WEEK'S STATEMENT			244							
REVISIONS (+ or −) (Explain Below)			0							
CALENDAR DAYS CHARGED TO. END OF CURRENT WEEK			248							
LIMITING NUMBER OF CALENDAR DAYS			220							
CALENDAR DAYS REMAINING			0							
EXCESS CALENDAR DAYS USED			28							

COMMENTS: REVISED REPORT

Date Mailed to Contractor

Signed By [signature] Resident Engineer

DISTRIBUTION

_____Original to Contractor's Headquarters

_____Duplicate to Contractor's Representative on Job

_____Triplicate to Bridge or Construction Engineer in Salem

____ Quadruplicate to Region Engineer, to be destroyed when final estimate is paid

____ Quintuplicate retained by Resident Engineer, to be destroyed when final estimate is paid

Form 81-734-3483

Oregon State
Highway Division

WEEKLY STATEMENT OF CALENDAR DAY CHARGES

County: CLACKAMAS
Section: PACIFIC HWY. EAST @ S. IVY ST. (CANBY)
Highway: PACIFIC EAST
Contract No.: 8616
Kind of Work: PAVING AND SIGNALS
Week of: JULY 9, 1978
Date of Statement: JULY 14, 1978

CONTRACTOR: HAMILTON ELECTRIC, INC.

UNIT OF WORK									REASON FOR NOT CHARGING AS CALENDAR DAY
BEGINNING DATE OF CALENDAR DAY COUNT									
Day of Week	Day of Month	Predominant Weather							
Sun.	9	Clear	1						
Mon.	10	Cloudy	1						
Tue.	11	Cloudy	1						
Wed.	12	Clear	1						
Thu.	13	Clear	1						
Fri.	14	Clear	1						
Sat.	15	Clear (est)	1						
TOTAL FOR CURRENT WEEK			7						
TOTAL CALENDAR DAYS CHARGED ON PREVIOUS WEEK'S STATEMENT			244						
REVISIONS (+ or −) (Explain Below)			0						
CALENDAR DAYS CHARGED TO END OF CURRENT WEEK			251						
LIMITING NUMBER OF CALENDAR DAYS			220						
CALENDAR DAYS REMAINING			0						
EXCESS CALENDAR DAYS USED			31						

COMMENTS:

Date Mailed to Contractor: JULY 14, 1978

Signed By: Warren E. Mueller
WARREN E. MUELLER — Resident Engineer

DISTRIBUTION
_____ Original to Contractor's Headquarters
_____ Duplicate to Contractor's Representative on Job
_____ Triplicate to Bridge or Construction Engineer in Salem
_____ Quadruplicate to Region Engineer, to be destroyed when final estimate is paid
_____ Quintuplicate retained by Resident Engineer, to be destroyed when final estimate is paid

Form 81-734-3483

#8616 2-14-79

cc: State (H. S. Coulter)
Washington, D.C. (HHO-32)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Clackamas	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
2-14-79	Bill Kappus, Area Engineer	HHS-26(5)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
7-12-78	1-29-79	$\frac{248}{220} = 112.7\%$	220 CD

APPROVED EXTENSIONS	LOCATION
None	At the intersection of Pacific Hwy. East and Ivy Street in Canby, Oregon

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PACIFIC HWY. E. @ IVY STREET (CANBY)
PACIFIC HWY. EAST
Paving & Signals

This project provided for the installation of a five-phase traffic signal, a railroad crossing interconnection, traffic control signing and channelization at the intersection of Pacific Highway east and Ivy Street in Canby, Oregon.

Final project cost was $74,381.76 which was very close to the original estimate of $75,540.43.

A final inspection of the completed project was made on December 5, 1978.

All appropriate document have been received and the project is considered acceptable.

RECEIVED
STATE HWY ENGR
FEB 21 '79
REFER TO
FOR
Info | Unves | B/D | D/R | Sign | Act | File

COPY SENT
FEB 20 1979
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed By WILLIAM H. KAPPUS Area Engineer		SIGNATURE: Original Signed By G. K. HOSSNER Field Operations Engineer	
W. H. Kappus		G. K. Hossner	
TITLE: Area Engineer	DATE	TITLE: Field Operations Engineer	DATE: 2-20-79

FORM FHWA-1448 B (12-73) FORMERLY PR-33E — Previous Editions of PR-33E Will Not Be Used.

16

9

January 31, 1979

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, WA 98121

Gentlemen:

Contract No. 8616 awarded to Hamilton Electric, Inc., for work on the Pacific Highway East at S. Ivy Street in Canby, Clackamas County, was completed on July 12, 1978, and accepted by the State Highway Engineer on January 29, 1979.

Final payment in the amount of $3,635.01 will be released to the contractor after February 6, 1979. The total contract amount is $57,493.83 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ddm

cc Hamilton Electric, Inc.
232 West 5th Avenue
P. O. Box 708
Eugene, OR 97401

Smith & Crakes, Inc.
58 West 11th Avenue
Eugene, OR 97401

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

8.16

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

10-2-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.	HHS-26(5)
STATE PROJECT NO.	See below
COUNTY NAME	Clackamas
PROGRAM STAGE (Check)	☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70588

TO:

Mr. F. B. Klaboe
Asst. Director for Operations
Oregon Department of Transportation
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
9-28-77	8-22-78	Primary 26	Primary 1E

GENERAL LOCATION:
Pacific Highway East at Ivy St. (Canby) Section

GENERAL DESCRIPTION OF WORK:
Excavate and replace pavement with full depth asphaltic cement concrete.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☒ CONSTRUCTION - PROCEED ON ~~AWARD~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 8-22-78, as requested in Mr. Keasey's letter of 9-22-78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 5 is approved for TEC NTE $5,100 - Federal Funds $4,590.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-2-78	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8616

Canby

Form 81-736.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 3-1086

AUGUST 21, 1978

SALEM, OREGON

FROM: WARREN E. MUELLER
RESIDENT ENGINEER

TO: C.O. FREDRICKSON
REGION II ENGINEER

SUBJECT: NARRATIVE REPORT
PACIFIC HWY. EAST @
S. IVY ST. (CANBY)
CONTRACT 8616
PREFIX 3-1086-900

The project was awarded October 25, 1977, with a 200 day time limitation.

The project crosses the tracks of the Southern Pacific R.R. on North Ivy St. A Railroad premption system was specified to be included in the controller, with conduit under the R.R. tracks.

The contractor was required to provide Railroad protective insurance. The contractor sent policies which were rejected, other policies were sent to the wrong address, but finally a policy did reach the Railroad and was approved. Although the contractor was told to send all communications to the Resident Engineer, the people he was dealing with sent correspondence to other offices. This delayed the approval of several items.

On April 24,1978, 177 days after the start of the workday count the contractor began work on the project. Several large boulders were encountered in the footing excavations, they were rempved wihtout problems.

The Traffic Detection Loops were cut the week of June 16, 1978.

The paving contractor, Cascade Construction Company, paved the intersection on June 21, 1978 and the State striping crew striped the intersection the next day.

There were a few problems with the traffic, as the arrows for the [illegible] turn lanes on Ivy St. are not displayed overhead, and vehicles cover those painted on the pavement. In the future I would suggest we use overhead signs to designate the cross street movements.

The signals were turned on July 6, 1978, at which time it was found that Loops # 9 & 10 were open.

On July 10, 1978, the City of Canby was adjusting water valve boxes, at which time they cut the Lead-in to Loops # 17 & 18. State forces repaired the Loops on July 12, 1978.

On July 18-19, 1978, the contractor cut new Loops for # 9 & 10 and reconnected them to the existing Lead-in, the Loops checked out OK and were reconnected to the controller. On August 8, 1978, I received a call from Robert Judson, he told me that Loops # 9 & 10 were open again. I went to Canby and verified that the circuit was open. I also noticed that the City had adjusted 4 other valve boxes. Not knowing what had caused the open Loops, I had a State maintence crew check out the Loops. It was found that Loop # 10 was open, and it appeared there was a depression in the middle of the Loop.

I discussed the problem of pavement strength with Clarence Gregg, and on August 15, 1978 the pavement deflection crew ran a check of the pavement. It was found that the deflections were in the .40 - .56 range, where .17 is considered maximum for AC pavement. This street has a large volume of Truck traffic making left and right turns.

On August 15, 1978, a conference was held with Ted Litchfield, Bill Kappus (FHWA), Rick Kuehn, Dave Weaver, and Warren Mueller. Carl Williams was informed of the above discussion on August 18, 1978, from the results of the deflection tests it was decided that Maintence crews would remove about 1 ft. of the existing pavement and replace it with Asphalt Cement Concrete.

The contractor on extra work would replace the Loops and reconnect them to the existing Lead-ins.

This would complete the project.

FORM 81.734.2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 3-1086-900

AUGUST 7, 1978

SALEM, OREGON

FROM: WARREN E. MUELLER
RESIDENT ENGINEER

TO: C.O. FREDRICKSON
REGION II ENGINEER

SUBJECT: PACIFIC HWY. EAST
S. IVY ST. (CANBY)
CLACKAMAS COUNTY
CONTRACT 8616
SEMI - FINAL
COST OVERRUNS AND UNDERRUNS

CONSTRUCTION AUTHORIZATION

ITEM	ORIGINAL AMOUNT		SEMI - FINAL	% OVER	% UNDER
Contract Bid items	61,474.17		59,207.68		3.69
Temporary Pvmnt. Striping	500.00	S.F.O.# 1	00.00		100
Perm. Pavement Striping	2,000.00	S.F.O.# 2	2,000.00		
Other Railroad Costs	500.00		00.00		100
S.P.T.C. Protective Costs	1,500.00		00.00		100
Signal Controller Test		S.F.O.# 3	900.00		
Contingencies	2,968.84	S.F.O.# 4	250.00		
Engineering	6,597.42		5,597.42		15.16
TOTAL	75,540.43		67,955.10		10.04

#	BID ITEM	UNIT	ORININAL AMOUNT	FINAL QUANTITY	% OVER	% UNDER
1	MOBILIZATION	L.S.	100%	100%		
2	TEMPORARY PROTECTION AND TRAFFIC DIRECTION	L.S.	100%	100%		
3	TEMPORARY SIGNS	SQ.FT.	240.0	182.36		24.016
	CONTRACTOR DID NOT FOLLOW PAVING PLAN ON PLANS.					
4	TEMPORARY BARRICADES	EA.	3	———		100%
	NONE USED.					
5	TEMPORARY PLASTIC SAFETY MARKERS	EA,	13	13		
6	FLAGMAN	HOUR	40	30.5		23.75
	ALL REQUIRED.					
7	CLASS C ASPHALT CONCRETE	TON	550	472.7		14.054
	ALL REQUIRED.					
8	ASPHALT IN TACK COAT	TON	1	2.34	234.00	
	TACK COAT. PLACED ON ENTIRE AREA PAVED.					
9	TRAFFIC SIGNAL INSTALLATION COMPLETE	L.S.	100%	100%		

8616

FORM 81-734-2001
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: PACIFIC HWY. EAST @ S. IVY ST. (CANBY)		WEEK ENDING: JULY 22, 1978
		SECTION PREFIX: 3-1086-900
HIGHWAY: PACIFIC EAST		COUNTY: CLACKAMAS
NAME OF JOB: PACIFIC HWY. WEST @ S. IVY ST. (CANBY)	KIND OF WORK: PAVING AND SIGNALS	
CONTRACTOR: HAMILTON ELECTRIC, INC.	CONTRACT NUMBER: 8616	FEDERAL AID PROJECT NUMBER: HES-26(5)
DATE OF CONTRACT: OCTOBER 25, 1977	DATE WORK STARTED: APRIL 24, 1978	ESTIMATED COMPLETION DATE: 9-1-
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 220	CALENDAR DAYS USED 248
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 113
PROJECT AUTHORIZATION: $ 75,740.43		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 99
EXCLUSIVE OF ENGINEERING: $ 68,943.01	ENGINEERING AUTHORIZATION $ 6,597.42	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 97
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 68,943.01	ENGINEERING COST TO DATE $ 3,450.00	DATE PROJECT WAS COMPLETED: JULY 12, 1978
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ %	PERCENT OF AUTHORIZATION 52 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					550
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					472.7
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				JOB WAS COMPLETED JULY 12, 1978
THURSDAY				
FRIDAY				
SATURDAY				

Kessey ___ Richards
Jackmond ___ Berg
Hopkins ___ Inloes
Williams ___ Widmer
Johnson ___ Gebauer
Glenn ___ Church

RECEIVED
JUL 24 1978
CONSTRUCTION
BRANCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	NO ACTIVITY JOB COMPLETE
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

JOB COMPLETE JULY 12, 1978 THIS IS THE FINAL REPORT.

SIGNED Warren E. Mueller LOCATION WARREN E. MUELLER, RES. ENG., SALEM

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

#8616

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

6-27-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: S-26(5)

STATE PROJECT NO.: See Below

FROM: G. L. Green, Division Administrator, Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70588

COUNTY NAME: Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
9/28/77	5/26/78	Primary 26	Primary 1E

GENERAL LOCATION:

"Pacific Highway East at Ivy St. (Canby) Section"

GENERAL DESCRIPTION OF WORK:

Remove and reinstall three traffic directional signs

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION - PROCEED ON [redacted] FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 5/26/78, as requested in Mr. Keasey's letter of 6/15/78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 4 is approved for TEC NTE $250 Federal Funds $225.

Swain 7-10

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6/27/78	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8616

STATE COPY 2

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon
MONTHLY TRANSACTION NO. 12-53		County Clackamas
	FEDERAL-AID PROJECT AGREEMENT	Project No. HHS-26(5)
	12-12-77	

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Pacific Hwy. E. at S. Ivy St. (Canby)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	4-7-77	0.00
RIGHTS-OF-WAY		
CONSTRUCTION	9-28-77	0.00
OTHER *(Specify)*		

FUNDS Pro rata 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 82,640.00	$ 74,376.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. J. Schmeer

Technical Services Engineer
(Title)

By H. J. Sullivan

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator DEC 12 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen file

Oregon State Highway Division
Salem, Oregon, November 8, 1977

Federal-aid Project
No. HHS-26(5)

PACIFIC HWY. E. AT S. IVY ST. (CANBY) SECTION
CLACKAMAS COUNTY

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 7,500.00
	Total		$ 7,500.00

Type Code Y031
Traffic Signal (Sta. 505+90 to Sta. 513+50)

Mobilization	All Required		$ 354.00
Temporary Protection and Direction of Traffic	All Required		2,010.00
Temporary Signs	240 sq.ft.	3.83	919.20
Temporary Barricades	3 only	70.66	211.98
Temporary Plastic Safety Markers	13 only	47.23	613.99
Flagmen	40 hour	25.80	1,032.00
Class "C" Asphalt Concrete	550 ton	23.62	12,991.00
Asphalt in Tack Coat	1 ton	177.00	177.00
Traffic Signal Installation, Complete	All Required		43,165.00
			$61,474.17

Anticipated Items

Temporary Pavement Striping (E.W.)	All Required		$ 500.00
Permanent Pavement Striping (S.F.)	All Required		2,000.00
Railroad Protective Cost	All Required		1,500.00
Work by Southern Pacific R.R.	All Required		150.00
			$ 4,150.00
	Subtotal		$65,624.17
	Engineering		9,515.83
	Total		$75,140.00

Length of Project - - - 0.0 mile

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	PUC Funds
Preliminary Engineering	$ 7,500.00	$ 6,750.00	$ 750.00
Signals	75,140.00	67,626.00	7,514.00
Totals	$82,640.00	$74,376.00	$8,264.00

Group 1 - 100%

Contract No. 8616

Prefix: 3-1939 P.E.
Prefix: 3-1086

#8616

~~ROW 18-2~~

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 2, 1977

Southern Pacific Trans. Co.
324 Union Station
Portland OR 97209

ATTN: R. L. Johnston

Pipeline Agreement
Pacific Hwy. East-Ivy St.
(Canby) Section
Clackamas County
ODOT Agreement No. [redacted]

Dear Sir:

Enclosed is Warrant No. 016250, payable to the order of Southern Pacific Transportation Company for $150.00, which is payment for the Pipeline Permit as promised in my letter to you of October 21, 1977.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:db
Enclosure
cc: Southern Pacific, San Francisco

bc: C. W. Head
J. B. Boyd
J. L. Sollis
E. L. Hardt

approved by Boyd 10-13-77

On Nov. report gen fibre has expired.

NOTED
C. W. HEAD

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
October 21, 1977

FROM: J.E. Chidsey
Railroad & Utility Engineer

TO: C.W. Head, Manager
Commission Services

SUBJECT: Pipeline Agreement
Pacific Hwy. East-Ivy St.
(Canby) Section
Marion County
ODOT Agreement No. RR-897

The State's fully executed counterpart of an indenture granted by the Southern Pacific Transportation Company to the Oregon Department of Transportation for the purposes of installing a conduit under the main-line tracks of the SPTC on the subject section of highway has been handed to Velda DeGuire in Right of Way for processing, after which it will be forwarded to you for your files. Distribution of conformed copies has been made as indicated below.

The Construction Section will be responsible for adhering to the conditions set forth in the agreement along with monitoring any inspection work done by the Southern Pacific Transportation Company in conformance with the agreement. The Construction Division will also be responsible for the approval of the final bill for any charges incurred by the Southern Pacific Transportation Company due to this work. The Maintenance Section will be responsible for adhering to the agreement due to any maintenance work by their forces. The Accounting Section will be responsible for auditing any bills presented by the Railroad Company in conjunction with this agreement. Section Heads should thoroughly review the agreement to understand the responsibilities their section must bear under the terms of the agreement.

JEC:jw

cc: J.B. Boyd w/original and cc agreement
J.L. Sollis
C.T. Keasey w/cc agreement
R.L. Schroeder w/cc agreement
V.E. Skoog w/cc agreement
D.E. Swan w/2 cc agreement
E.L. Hardt w/cc agreement
Warren Mueller w/cc agreement

NOTED
C. W. HEAD

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 21, 1977

Southern Pacific Transportation Co.
324 Union Station
Portland, OR 97209

ATTN: Mr. R.L. Johnston

Pipeline Permit
Pacific Hwy. East-Ivy St.
(Canby) Section
Marion County
ODOT Agreement No. RR-897

Dear Sir:

Enclosed is the Southern Pacific Transportation Company's fully executed counterpart of the indenture granted by the Southern Pacific Transportation Company to the Department of Transportation in the State of Oregon allowing the State to construct, reconstruct, maintain and operate a 3/4" galvanized electrical conduit within a 2" casing underneath the tracks of the Southern Pacific Transportation Company mainline near Canby in the County of Clackamas, State of Oregon, at Engineer's Sta. 1237+45, Milepost 746.9. This agreement was executed by Mr. J.B. Boyd, Right of Way Manager for the Oregon Department of Transportation under authority delegated to him.

Also enclosed is one copy of a voucher in favor of the Southern Pacific Transportation Company. It would be appreciated if you would have this voucher executed on behalf of the Southern Pacific Transportation Company and return it to me for further handling. Upon receipt of the voucher, the payment to Southern Pacific Transportation Company will be placed in line for the issuance of a warrant.

We would like to thank Southern Pacific Transportation Company for their prompt attention in granting this indenture to the Highway Division allowing the construction of the proposed traffic signal installation to proceed.

Yours truly,

J.E. Chidsey, P.E.
Railroad & Utility Engineer

JEC:jw
cc: SPTC - San Francisco

bc: C.W. Head
J.B. Boyd
J.L. Sollis
E.L. Hardt

NOTED
C. W. HEAD

#8616 11-29-77

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: H 026(5)

STATE PROJECT NO.: See Below

COUNTY NAME: Marion

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70588

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
9-28-77	11-8-77	Primary 26 / Primary 1 E

GENERAL LOCATION:

"Pacific Highway East at Ivy Street (Canby) Section"

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- ☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) : Utility Adjustment
  TEC NTE $150 - F.F. $135

- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 11-3-77 you are authorized to proceed with the adjustment of Southern Pacific Transportation Company's electrical conduit. Reimbursement will be on a lump sum basis.

I approve the agreement with SPT and an approved signed copy is returned herewith.

Approval and participation for the portion of work authorized above is subject to the provisions of the Federal-aid Program Manual.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-29-77	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8616 9-28-77

LETTER OF APPROVAL AND/OR AUTHORIZATION

HHS-26(5)

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70588

COUNTY NAME Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 29 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sgn. | Act. | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
9-28-77	9-28-77	Primary 26	Primary 1E

GENERAL LOCATION:

"Pacific Hwy. East at Ivy St. (Canby) Section"

GENERAL DESCRIPTION OF WORK:

Signals (Code Y031 Miles 0.0)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Temp. pavement striping (EW) $500
Perm. pavement striping (SF) $2,000
Railroad protective services $1,500

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED
PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award, you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's Sept. 23, 1977, request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $87,202 Federal Funds $78,481.

A signed copy of the Title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-28-77	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—029-787

8616

8

September 19, 1977

City of Canby
City Hall
Canby, OR 97013

CONTRACTS and
AGREEMENTS No. 6204

Attention: Harold A. Wyman
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement for installation of traffic signals on the Pacific Highway East at Ivy Street in Clackamas County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (conf. agree. att.)

8616

4-7-77

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: HHS-26(5)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator, Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70588

COUNTY NAME: Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 13 '77
REFER TO
Susan
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	4--7-77	Primary 26	Primary 1E

GENERAL LOCATION:

"Pacific Hwy. East @ Ivy Street (Canby) Section"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☒ PREPARATION including utility preparatory work TEC $4,500 - FF $4,050
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's letter of 3-4-77, I concur that timesaving procedures enumerated in FHPM 6-8-2.2 are applicable and also concur that it is a non major action as set forth in FHPM 7-7-2.

Also as requested in Mr. Rulien's 3-4-77 letter, you are authorized to proceed with the work as shown above.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-7-77	[signature]	For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-63) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—626-787

8616

FORM 81.734.5030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

February 25, 1977

Salem, OR 97310

FILE:

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY GARY A. POTTER

TO: L. W. Rulien
Program Management Engineer

SUBJECT: Project Assessment
Pacific Highway East at Ivy Street (Canby) Section
Pacific Highway East, Ore. IE
Clackamas County, Oregon

The proposed project is to install a traffic signal and construct a channelized intersection under Section 209, Title II, Highway Safety Act of 1973.

The project is to install a five phase traffic signal, railroad interconnection, and traffic control signing, and to construct intersection channelizing at the intersection of Pacific Highway East and Ivy Street (M.P. 21.14). The project has a favorable cost/benefit ratio and has been recommended to be added to the Project Management System.

No new right-of-way will be required and the project is of a type for which the Statewide Assessment is applicable. The Statewide Assessment classifies these projects as Non-Major.

GAP:GR:ss

cc: E. S. Hunter
John Sheldrake
Eddie Welsh
L. E. George

NOTED
W. B. HUNTER

RECEIVED
STATE HWY ENGR
FEB 28 '77
REFER TO
FOR
Invite | Invest | R/D | D/R | Sign | Act | File

.5617 Muddy Creek Bridge on FAS 1977
Rt. A466 approx. ½ miles north
of Coburg (Grade, pave & structure)

C+A 5602 3-25-76

R/w Problems 12/27/76
Bud Shirley

Consultant Agreement
~~County~~ 2- Regional 12/10/76
1. Dott Jones ✓

520-1990-297

Const. AD 330 CC 1784

8617

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
8-10-81	CC 81-46		520-1001-297 520-1990-297

BILL TO: Code:

Lane County Public Works

3040 N. Delta

Eugene, Oregon 97401

Attn: Mr. Donald LaBell, Director

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Muddy Creek Br. Section, FAS-A466 (formerly 20-502) Project No. RS-436(2)			
County's Share of Project Costs			$11,804.86
County's Advance Deposit			10,100.00

(Please send copy of Itemized Statement with Billing)

Advance Deposit Amount	$ 10,100.00
Advance Deposit Previously Transferred to Highway Fund	$ 8,100.00
Balance	$ 2,000.00
Transfer to Highway Fund	$ 2,000.00
Refund Due	$ - - - -
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC-1784

Amount Due . . . . . $ 1,704.86

Submitted by:

Harold Reynolds

Harold Reynoldson

Approved: ORIGINAL SIGNED BY D. E. SWAN

D. E. Swan

SP*35736-714

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 8-10-81

County LANE Contract No. 8617 Date Completed 9-19-78

FAS A466 (20-502) Section Muddy Creek Bridge

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
PROJECT NO. RS-436(2)		
P.E. State		$ 1,732.24
Archeological Salvage		123.83
		$ 1,856.07
Federal Funds Collected	$1,591.79	
Construction		
Payment to Contractor	(Federal Participation)	$132,641.35
Engineering Consultant		9,650.00
State		2,229.88
Audit		555.00
		$145,076.23
Payment to Contractor	(Non Participation)	$ 1,342.56
Engineering		30.11
		$ 1,372.67

Federal Funds Collected for Construction $124,476.13

County's Share of Costs are as follows:

1/2 ($145,076.23 + $1,856.07 - $124,476.13 - $1,591.79) + $1,372.67 = $11,804.86

County's Share of Costs	$11,804.86
County's Advance Deposit	10,100.00
AMOUNT DUE STATE	$ 1,704.86

Reference: Billing Form CC 81-46

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Muddy Creek Bridge FAS A 466 Lane County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$ 1,732.24	
	Type Code Y070					
	Archeological Salvage	All Required			123.63	
	Construction					
	Type Code X080					
	Structure Br. #14258 (Sta. 6+00 To Sta. 12+50)					
	Final Contract Payment Summary	Lump Sum			132,641.35	
	Construction Engineering					
	Oregon Bridge Engineering Co. (OBEC)	All Required			9,650.00	
	State	All Required			2,229.88	
	Total Construction Engineering				$ 11,879.88	
	Misc. Project Costs					
	Audit by Highway Accounting	All Required			$ 555.00	
	Total Participating Costs				$146,932.30	
	Nonparticipating Items					
	Final Contract Payment Summary	Lump Sum			1,342.58	
	Construction Engineering	All Required			30.11	
	Total Nonparticipating Costs				$ 1,372.69	
	Total Costs				$148,304.99	
	Prepared based on Participating Costs as shown on Federal Billing as of 3/31/81.					
PL	520-1990					
Const	520-1001					

AMOUNT CARRIED FORWARD

GPO 844 893

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

STATE	FEDERAL AID PROJECT NO.
Oregon	RS-436(2)
PROGRAM APPROVED	VOUCHER PERIOD From: 2-18-76 To: 4-11-80

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$146,449.74	$145,077.07	86.80%	$124,476.13	$124,476.13	$ 0.00
1,855.23	1,855.23	85.80%	1,591.78	1,591.78	0.00
$148,304.97	$146,932.30	85.80%	$126,067.91	$126,067.91	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		4/22/81 V.E. Skoog, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	ACTIVE END
MUDDY CK BR N OF COBURG CONT NO 8617 * FA PROJ NOS RS 436002 100							STATE	
520 1001	201	00	P 1			132,641.35		
520 1001	201	00	N 1			1,342.56		
520 1001	296	00	N 9		17,244.34CR	124,475.41CR		
520 1001	298	00	N 9		17,244.34	124,475.41		
520 1001	900	00	P 1		7,390.84	11,873.62		
520 1001	900	00	N 1			30.11		
520 1001	915	00	P 1		555.00	555.00		
520 1001	948	00	P 1		6.26	6.26		
	TOT	P1			7,952.10	145,076.23		
	TOT	N1				1,372.67		
	** JOB TOTALS **			**	7,952.10 **	146,448.90 **		
CAMP CRK RD BR SEC CAMP CR RD CONT NO 8870 * FA PROJ NOS RS 463001 100							STATE	
520 1022	201	00	P 1			185,214.19		
520 1022	206	00	N 1			355.98		
520 1022	296	00	N 9		169.85CR	177,695.04CR		
520 1022	297	00	N 9			9,800.00		
520 1022	298	00	N 9		169.85	167,895.04		
520 1022	900	00	P 1			5,105.14		
520 1022	900	00	N 1			6.08		
520 1022	920	00	P 1			81.03		
	TOT	P1				190,400.36		
	TOT	N1				362.06		
	** JOB TOTALS **			**	**	190,762.42 **		
DEXTER LK S BR & HILL HWY CONT NO 9021 FA PROJ NOS RS 462001 76							STATE	
520 1029	201	00	P 1		213,573.84	1,026,081.54		
520 1029	201	00	N 1		12,718.50	12,718.50		
520 1029	201	00	N 7		270,422.91	270,422.91		
520 1029	201	00	N 9		112,270.00CR			
520 1029	204	00	P 1		12,550.27CR			
520 1029	204	00	N 1		9,965.26			
520 1029	204	00	N 9		2,585.01			
520 1029	208	00	N 1		28.82CR	28.82CR		
520 1029	208	00	N 7		9.10CR	9.10CR		
520 1029	270	01	P 1	29.10	1,639.43	1,639.43		
520 1029	270	01	N 1		89.90	89.90		
520 1029	270	02	P 1	15.38	1,139.11	1,139.11		
520 1029	270	02	N 1	.44	321.70	321.70		
520 1029	270	03	P 1	25.58	1,682.26	1,682.26		
520 1029	270	03	N 1	1.95	282.83	282.83		
520 1029	296	00	N 7		218.07CR	218.07CR		
520 1029	296	00	N 9	8.83CR	243,726.21CR	1,059,854.02CR		
520 1029	297	00	N 9			52,000.00		
520 1029	298	00	N 7		218.07	218.07		

TOTAL TO DATE JOB COST SUMMARY — JUNE 1981 — PAGE 899

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	520	1960	914	00 P 1		5.40	5.40	
	520	1960	921	00 P 1	4.56	317.85	317.85	
	520	1960	922	00 P 1	.12	4.54	4.54	
	520	1960	923	00 P 1	.79	28.01	28.01	
			TOT	P1	115.32	4,682.06	4,682.06	
			TOT	N1	.28	20.18	20.18	
			** JOB TOTALS **		115.60 **	4,702.24 **	4,702.24 **	
LANE CO PVMT MRKG PROG #4	CONT NO		FA PROJ NOS PMS 00S102 100					STATE
	520	1987	296	00 N 9	389.69CR	404.68CR	404.68CR	
	520	1987	298	00 N 9	389.69	404.68	404.68	
	520	1987	905	00 P 1	436.64	436.64	436.64	
	520	1987	920	00 P 1	.43	15.42	15.42	
			TOT	P1	437.07	452.06	452.06	
			** JOB TOTALS **		437.07 **	452.06 **	452.06 **	
MUDDY CRK BR COBURG NORTH RD	CONT NO	*	FA PROJ NOS RS 436002 100					STATE
	520	1990	296	00 N 9	.72CR	141.91CR	9,692.51CR	
	520	1990	297	00 N 9			8,100.00	
	520	1990	298	00 N 9	.72	141.91	1,592.51	
	520	1990	901	00 P 1			263.72	
	520	1990	904	00 P 1			123.83	
	520	1990	905	00 P 1			235.34	
	520	1990	910	00 P 1			103.48	
	520	1990	914	00 P 1			128.78	
	520	1990	921	00 P 1		17.08CR	918.75	
	520	1990	923	00 P 1		17.92	75.58	
	520	1990	926	00 P 1			6.59	
			TOT	P1		.84	1,856.07	
			** JOB TOTALS **		**	.84 **	1,856.07 **	
00164900000063081	CONT NO		FA PROJ NOS RS 606001 100					STATE
	520	1996	296	00 N 9			3,312.59CR	
	520	1996	297	00 N 9			263.17	
	520	1996	298	00 N 9			3,059.42	
	520	1996	900	00			5.00	
	520	1996	900	00 P			15.00	
	520	1996	900	00 P 1			20.00CR	
	520	1996	901	00 P 1			116.19	
	520	1996	905	00 P 1			494.90	
	520	1996	906	00 P 1			652.67	
	520	1996	910	00 P 1			50.48	
	520	1996	911	00 P 1			1.58	
	520	1996	914	00 P 1			121.21	
	520	1996	920	00 P 1			79.57	
	520	1996	921	00			5.00CR	

Final Voucher Correct per Diane

8617

HIGHWAY DIVISION
INVOICE

INVOICE NUMBER: 132448

DATE: 8/20/81

YOUR ORDER NUMBER: /

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

BILLING REQ. NUMBER: CC 81-46

CODE: LANEDPW

CREDIT DISTRIBUTION

520-1001-296-00-000	$1,704.86
321.00	1,704.86
520-1001-297-00-00	(1,704.86)

- Lane County Public Works
- 3040 N. Delta
- Eugene, Oregon 97401
-

Attn: Mr. Donald LaBell, Director

DESCRIPTION	TOTAL PRICE
FINAL BILLING: Muddy Creek Br. Section, FAS-A466 (formerly 20-502) Project No. RS-436(2)	
County's Share of Project Costs	$11,804.86
County's Advance Deposit	10,100.00
AMOUNT DUE	$ 1,704.86

Final Billing

734-1150 (6-81)

April 25, 1979

The Aetna Casualty & Surety Co.
Bond Department
200 Market Building, Suite 1500
Portland, OR 97201

Gentlemen:

Contract No. 8617 awarded to Columbia Pacific Construction Co., for work on the Muddy Creek Bridge Section of FAS A466 in Lane County was completed on September 19, 1978, and accepted by the State Highway Engineer on April 23, 1979.

Final payment in the amount of $6,152.02 will be released to the contractor after April 30, 1979. The total contract amount is $133,983.91 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

fkn

cc Columbia Pacific Construction Co.
P. O. Box 1244
Lake Oswego, OR 97034

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

8617

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Muddy Creek		WEEK ENDING: September 23, 1978
		SECTION PREFIX: 520-1001
HIGHWAY: FAS A-466 Coburg Road North		COUNTY: Lane
NAME OF JOB: Muddy Creek Bridge	KIND OF WORK: Grading, Paving, Channel Change and Structure	
CONTRACTOR: Columbia Pacific Construction Co.	CONTRACT NUMBER: 8617	FEDERAL AID PROJECT NUMBER: RS-436(2)
DATE OF CONTRACT: November 11, 1977	DATE WORK STARTED: May 11, 1978	ESTIMATED COMPLETION DATE: September 19, 1978.
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN. 2 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 270	CALENDAR DAYS USED 162
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 60.0%
PROJECT AUTHORIZATION: $144,483.23		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $133,026.41	ENGINEERING AUTHORIZATION $11,456.82	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $136,315.45	ENGINEERING COST TO DATE $18,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 107.2%
ESTIMATED PERCENT ~~OVERRUN~~ OVERRUN: 2.5 %	PERCENT OF AUTHORIZATION: 161 %	DATE PROJECT WAS COMPLETED: September 19, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Ditch Exc.	Rip Rap
100%		100%	100%	100%		100%	100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.13	0.16			0.16
MILES PARTIALLY COMPLETED	-0-	-0-			-0-
MILES COMPLETED	0.13	0.16			0.16
TOTAL ESTIMATED QUANTITIES (CONTRACT)	6400 CY	1600 Ton			515 Ton
TOTAL QUANTITIES CORRECTED TO DATE	6309 CY	1246 Ton			512 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	6309 CY	1246 Ton			512 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	14258 A							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 17	Cloudy	160	0	
MONDAY 18	Cloudy	161	0	
TUESDAY 19	Partly Cloudy	162	0	
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing

Keesey, Bond, Redmond, Hopkins, Johnson, Inloes

RECEIVED
FEB 15 1979
CONSTRUCTION SECTION

Richards, Glenn, Berg, Church, Gebauer, Widmer

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
17 SUNDAY	No activity
18 MONDAY	No activity
19 TUESDAY	Patched damaged AC and completted job site cleanup.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Status: Project complete. This is the last report for this project.

Construction signs need to be removed.

SIGNED _____ LOCATION _____

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

Mr. Wally Palmateer
General Manager
Oregon Bridge Engineering Co.
P. O. Box 72
Springfield OR 97477

March 2, 1978

Dear Mr. Palmateer:

This will acknowledge your letter of February 23, 1978 concerning payment of the contractor on Lane County's Long Tom River Bridge FAS-C Project No. RS-606(1).

This situation has been researched here at the region office and we have found a flaw in our administrative procedures. A new employee was found to be placing the unpaid monthly estimates in the appropriate project file. We found unpaid estimates in the files for this as well as the Muddy Creek Bridge project.

A check should already be in the contractor's hand as well as a second mailed yesterday from our Salem office. We had caught this error prior to your letter but we do wish to thank you for advising us as it could have gone on undetected for a longer period of time.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Region Federal Aid Engineer

glc/cw

cc D. H. Moehring
V. E. Skoog
Bill Anhorn
Ellis Jones
George Price

cc Bryant Jackmond w/attach
Does Landmark have a basis to claim interest for the delay? J Kimes 3/6

PROJECT MANAGEMENT
RME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
MAR 3 1978
Bryant Olson
File: PM FA
TAA - LG OP

UBEC CONSULTING ENGINEERS

February 23, 1978

Glen L. Clark
Region Federal Aid Engineer
Oregon State Department of Transportation
P.O. Box 1128
Roseburg, Oregon 97470

Re: Long Tom River Bridge
Contract No. 8572
Lane County

Glen:

Tuesday night, February 21st, I received a call at home from Jerry Lundmark, the Contractor on the project.

Mr. Lundmark was understandably upset that he has not received payment for the work up to the shutdown period of December 30, 1977.

He has officially asked that he receive interest on the monies detained and also interest on monies held in retainage under ORS 279.420(4).

I have had no previous experience concerning this regulation, but have also received a similiar request on the Muddy Creek FAS job. I am enclosing copies of the Oregon Revised Statutes as sent to me by that Contractor.

Will you kindly look into this matter and advise me accordingly.

Very truly yours,

W. A. Palmateer
General Manager

WAP:seb
enclosures

cc: George Price
A. K. Lundmark & Son

P.O. BOX 72 • SPRINGFIELD, OREGON 97477 • (503) 746-9673

8617

OREGON STATE HIGHWAY DIVISION

Form 81-724-1101

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
Lane County
Courthouse
Eugene, OR 97401
Attention of
Mr. Al Driver
Director of Public Works

Request No. (assigned by staff engineer or head of section) CC 1784

Date February 17, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Construction Advance Deposit $10,100.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained in the advance deposit	2,000.00	
		To be transferred to State Highway funds for the Muddy Creek (Coburg North Road) Br., FAS A466 (formerly 20-502), RS-436(2)		$8,100.00
		Covered by agreement #5602		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $10,100.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
520-1990-297

Submitted by:
Harold Reynoldson

Approved:
Regional Engineer

Approved:
Gerald Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section

8617

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO. 12-21	FEDERAL-AID PROJECT AGREEMENT	Oregon
	11-29-77	County: Lane
		Project No.: RS-436 (2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Approx. 3.5 mi. N of Coburg

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	2-18-76	0.015
RIGHTS-OF-WAY		
CONSTRUCTION	3-17-76 9-28-77	0.015
OTHER (Specify) Archeology study	9-9-77	0.015

FUNDS	
ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 146,356.00	$ 114,446.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. J. Johnston

Technical Services Engineer
(Title)

By H. D. Hamilton

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator 11-29-77

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen file

Oregon State Highway Division
Salem, Oregon, November 23, 1977

Federal Aid Project
No. RS-436 (2)

MUDDY CREEK BRIDGE
FAS A 466
LANE COUNTY

Project Agreement Estimate.

Type Code P.E.			
Preliminary Engineering	All Required		$ 2,100.00
Type Code X080			
Structure Br. #14258 (Sta. 6+00 to Sta. 12+50)			
Mobilization	All Required		$ 11,060.00
Temporary Protection and Direction of Traffic	All Required		5,500.00
Temporary Signs	217 Sq.Ft.	4.00	868.00
Clearing and Grubbing	All Required		1,000.00
Removal of Pavement	2,820 Sq.Yd.	0.50	1,410.00
General Excavation	6,400 Cu.Yd.	3.30	21,120.00
Stone Embankment	1,300 Cu.Yd.	6.00	7,800.00
1"-0 Aggregate Base	1,600 Ton	7.00	11,200.00
Class "C" Asphalt Concrete	515 Ton	26.00	13,390.00
12-Inch Culvert Pipe	100 Lin.Ft.	12.00	1,200.00
Concrete Inlets, Type G-2MA	1 Only	700.00	700.00
Guardrail, Type 2A	150 Lin.Ft.	12.00	1,800.00
Guardrail, Type 3	100 Lin.Ft.	25.00	2,500.00
Guardrail Anchors, Type 1	4 Only	220.00	880.00
Rail End Pieces, Type C	4 Only	110.00	440.00
Loose Riprap, Class 100	760 Cu.Yd.	8.00	6,080.00
Bridge Removal Work	All Required		2,500.00
Structure Excavation	40 Cu.Yd.	20.00	800.00
Special Backfill	40 Cu.Yd.	25.00	1,000.00
Furnish Pile Driving Equipment	All Required		5,000.00
Furnish H P 10 x 42 Steel Piling	350 Lin.Ft.	8.00	2,800.00

Drive Steel Piles	350 Lin.Ft.	1.00	350.00
Structural Concrete, Class 3300(21 c.y.)	All Required		6,000.00
4' x 45'/50' Prestressed Slabs	8 Only	2,250.00	18,000.00
Reinforcement (3,200 lbs.)	All Required		1,000.00
Metal Rail	100 Lin.Ft.	25.00	2,500.00
			$126,898.00

Anticipated Items

Temporary Erosion Control	All Required	$ 200.00
	Subtotal	$127,098.00
	Engineering	17,158.00
	Total	$144,256.00

Length of Structure 0.009 mi.

Summary of Funds (78.2%)

Description	Total Cost $	Federal Funds $	State Funds $	County Funds $
Preliminary Engineering	2,100	1,638	462	- -
Structure	144,256	112,808	15,724	15,724
Total	$146,356	$114,446	$16,186	$15,724

Group 1 100%

Contract No. 9617

Prefix 520-1001

Prefix 520-1990

MUDDY CREEK BRIDGE
Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 200.00

8617 Moehring

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 CON 5

Mr. Al Driver
Director of Public Works
Lane County
125 E. 8th Avenue
Eugene, OR 97401

November 7, 1977

Dear Mr. Driver:

This is to advise that we are in receipt of a check no. 59303 dated October 28, 1977, in the amount of $10,100.00 as an advance deposit on your FAS Muddy Creek Bridge project no. RS-A436(2).

This is also to advise that the contract has been awarded this date (November 7, 1977).

By a copy of this letter your check is being forwarded to Mr. Vern Skoog, Controller, for routine handling.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY J. X. WILSON

for By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
cc: D.H. Moehring
Vern Skoog
Bill Anhorn
Ellis Jones

PROJECT MANAGEMENT
PME ☐ CCE ☑ OM ☐
LGE ☑ FAE ☐ OPE ☐
NOV 8 1977
File: PM FA
TAA _____ LG OP

AWARDED 11/7/77

8617

Date Oct 25-1977 PROJECT MANAGEMENT OFFICE MEMO

Subject Muddy Cr. Bridge & Jessie M Honeyman Mem File No. _____
FAS-C

Received (call) (visit) from _____

Address _____

Made (~~call~~) (visit) to Jack Sollis Phone _____

Reason for contact and general discussion: _____

Received certification of Nondiscrimination in Employment from Wildish Construction Company properly filled out. Also received a letter from Columbia Pacific Construction Co. which satisfies the requirements for pre Award non-discrimination in employment filing.

Jack Sollis says OK to Award both contracts. Originals filed with the proposal ~~copy~~ copy in files

Signature Guy B Cornforth

File ( ) ( ) (PM) ( ) ( ) (LA) (SB) ( ) RD A ND MM
Circulate: PME ~~LOE~~ OPE FAE CCE OM Other

8617

October 21, 1977

Lane County
Board of Commissioners
Courthouse
Eugene, OR 97401
ATTN: Mr. Al Driver
Dir. of Dept. of Transportation
135 E. 6th St.

Gentlemen:

On October 20, 1977, a satisfactory bid was received from Columbia Pacific Construction Company, 8 Independence Ave., Lake Oswego, OR, 97034, for the Muddy Creek Bridge Section of Coburg North Road, FAS A466.

The anticipated construction cost based on their bid is as follows:

Bid Items	$126,898.00
Temp. Erosion Control	200.00
State Resp. for Damages	200.00
4½% Contingencies	5,728.41
9% Engineering	11,456.82
ESTIMATED TOTAL COST	$144,483.23

124,355 - Fed.

County's Advance Deposit:
7% of $144,483.23 = $10,113.83 or say $10,100.00.

Please make your check in the amount of $10,100.00 payable to the Oregon State Highway Division and send it to Mr. Glen Clark, Region 3 Federal Aid Engineer, 1523 S.E. Cobb St., P.O. Box 1128, Roseburg, OR, 97470, prior to November 10, 1977.

Very truly yours,

Robert H. Prange
Local Projects Manager

FFW:lml

bc:w/att. Glen Clark - Upon receipt of county's check, notify Virgil Boyd at 378-6563, attach a copy of the notification of advance deposit No. AD-330 and submit to Finance Branch.

8617 10-18-77 8

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
-436(2)

STATE PROJECT NO.
See below

COUNTY NAME
Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
RS-85

TO:

Mr. H. S. Coulter
State Highway Engineer
State Of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 2, '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	9-9-77	Secondary 777	County Road

GENERAL LOCATION:

"Muddy Creek Bridge Section"

GENERAL DESCRIPTION OF WORK:

Program change and Archeology Study

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRICTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRICTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER (Specify) Program change and Archeology Study
TEC NTE $130 - F.F. $101

REMARKS

As requested in Mr. Swan's 10-5-77 letter this will confirm Mr. Kappus' verbal authorization for program change, adding archeology study, and authorization to proceed with the work effective September 9, 1977.

A signed copy of the Archeology Authorization is attached.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-18-77	G. L. Green	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—626-787

8617 9-28-77 8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
RS-436(2)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
RS-85

COUNTY NAME
Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 29 '77

REFER TO
Mathews
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
9-28-77	9-28-77	Secondary 777	County Rd.

GENERAL LOCATION:
"Muddy Creek Bridge Section"

GENERAL DESCRIPTION OF WORK:
One Structure (Code X080 Miles 0.015)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated Sept. 23, 1977, that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-28-77	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8617

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

9-28-77

Attention: Right-of-Way Section

Subject: Federal Aid Project No. RS-436(2)
Project Name Muddy Creek (Coburg North Road) Br.
FAS-A466 (Formerly 20-502)

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Eugene, Oregon, this 22d day of Sept., 1977

County of Lane

Harry L. Dunn
~~County Judge/Chairman~~
General Administrator
Authorized Signature

Commissioner

Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date 9-28-77

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

APPROVED AS TO FORM
DATE Sept 21, 1977
OFFICE OF LEGAL COUNSEL

Section Muddy Creek Bridge — Programming Estimate $ _____

Highway 8617 FAS A 406 — Project Length _____

County LANE — Completion Time 270 calidays

Kind of Work Grade, Pave, Structure — _____

Prefix 520-1990 — FA Project No. _____

ESTIMATED CONSTRUCTION AUTHORIZATION

ROUTING SLIP	Date: 9/26/77

DEPARTMENT OF TRANSPORTATION

Director	FHWA	Public Affairs
Chief of Operations	General Files	Public Transit
Asst. Dir.-Administration	General Services (DOT)	Radio
Asst. Dir.-Transportation Policy & Program Develop.	Information Systems (Lane Ave.)	Right of Way
Accounting (Highway)	Landscape	Safety & Health Services
Administrative Services	Library	Sign Shop
Chief Counsel	Location	State Highway Engineer
Commission Services	Mail Room	Structures
Computer Center (Lane Ave.)	Materials & Research	Technical Services Engineer
Construction	Motor Vehicles	Traffic Support Services
Data Processing (Transp.Bldg.)	Organization & Manpower Services	Transportation Policy & Program Development
Employee Development	Parks & Recreation	Travel Information
Engineering (Design)	Permits & Weighmaster	Utilities
Environmental	Personnel Operations	Metropolitan
Equipment Shops	Photocopy	Region Number 3
Finance (DOT)	Proj. Mgmt. & Operations Planning	District Number _____

ATTENTION: Glen Clark

FROM: Local Prog Unit

Form BI-731-0022 (7/77)

Contract Amount $ 163795⁰⁰

✓	200
✓	200

$ 400

	$ 164195⁰⁰
Contingencies (4-1/2%)	7388⁷⁸
Engineering (9 %)	14777⁵⁵
~~SUBTOTAL~~	$
~~Credit for~~ _____	
Estimated Net Authorization, Construction	$ 186,361³³

APPROVED

_____

Road Design Engineer

Glen Clark called county OK'd by Pit Drive 9/26/77

Section Muddy Creek Bridge — Programming Estimate $ _____

Highway FAS A 406 — Project Length _____

County LANE — Completion Time 270 cal. days

Kind of Work Grade, Pave, Structure

Prefix 520-1990 — FA Project No. _____

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 163795 00

Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	✓	200
State Furnished _____		
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages	✓	200
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities _____		
_____		
_____		
_____		
Misc. Permit Fees _____		
_____		

$ 400 00

$ 164195 00

Contingencies (4-1/2%) 7388 78

Engineering (9 %) 14777 55

~~SUBTOTAL~~ $ _____

~~Credit for~~ _____ _____

Estimated Net Authorization, Construction $ 186361 33

APPROVED

_____

Road Design Engineer

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 7 of 7

Date

Section

County

Kind Of Work

Length

Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	STRUCTURE					
	[illegible]		All	All		4,000
	[illegible]		Cu Yd	10	12-	480
	[illegible]		Cu Yd	40	20-	800
	[illegible]		All	[illegible]		4000
	[illegible]		[illegible]	[illegible]	5-	2800
	[illegible]		[illegible]	[illegible]	2-	700
	[illegible] (210, 202)		[illegible]	[illegible]		4200
	[illegible]		[illegible]	8	2700	21,600
	[illegible]	[illegible]	[illegible]	All		1120
	[illegible]		[illegible]	100	25	250

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2

Date

Section Muddy Creek Bridge

County

Kind Of Work Length Name Day

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		LU			10,000
	Temporary Protection and Direction of Traffic		LU			4,000
	Temporary Signs		Each	217	5.00	1085
	Roadwork					
	Clearing and Grubbing		LU			3000
	Removal of Pavement		Sq Yd	820	3-	8460
	General Excavation		Cu Yd	12,800	6-	38,400
	Stone Embankment		Cu Yd	1300	7-	9100
	1"-0 Aggregate Base		Ton	400	8-	12,800
	Class "C" Asph. Conc.		Ton	515	22-	11,330
	12-inch Culvert Pipe		Lin Ft	100	20-	2000
	Concrete Inlet, Type A-24"		Each	1	500-	500
	Guard Rail Type 2A		Lin Ft	100	30-	3000
	Guard Rail Type 3			4	350-	1400
	Guard Rail Anchors, Type C		Each	4	150-	600
	Loose Riprap		Cu Yd	760	17	12,920

8617

Land Day

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 9/12/77
Donald L. Root

~~8-25-77~~ 10-20-77 Bid Letting _____ All Clear Deadline

SECTION Muddy Creek Bridge
Highway Coburg Road North
County Lake Region 3
Type of Work Structure Funds FAS-C
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration	X					
Project Assessment		X			X	No significiant problems
Write-off Letter	X					
PERMITS:						
Division of State Lands		X	X	X	X	County has the permit
D.O.G.M.I.	X					
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage	X					
NOISE:						
Noise Study		X			X	

Division of State Lands
1445 State Street
Salem, Oregon 97310
Phone: 378-3059
378-3805

86176

8-4-77

Permit No. 2368 - Renewal
Permit Type Removal/Fill
Waterway Muddy Creek
County Lane
Expiration Date 8-4-78

LANE COUNTY DEPARTMENT OF TRANSPORTATION

IS AUTHORIZED IN ACCORDANCE WITH ORS 541.605 TO 541.660 TO PERFORM THE OPERATIONS DESCRIBED IN THE ATTACHED COPY OF HIS APPLICATION, SUBJECT TO THE SPECIAL CONDITIONS LISTED ON ATTACHMENT "A" AND TO THE FOLLOWING GENERAL CONDITIONS:

1. This permit does not authorize trespass on the lands of others. The permit holder shall obtain all necessary access permits or rights-of-way before entering lands owned by another.

2. This permit does not authorize any work that is not in compliance with local zoning or other local, state, or federal regulations pertaining to the operations authorized by this permit. The permit holder is responsible for obtaining the necessary approvals and permits before proceeding under this permit.

3. If removal is from state-owned submerged and submersible land, the applicant must comply with leasing and royalty provisions of ORS 274.530. Creation of new lands upon submerged or submersible lands must comply with provisions of ORS 274.905 et seq.

4. All work done under this permit must comply with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon. Specific water quality provisions for this project are set forth on Attachment "A".

5. Violations of the terms and conditions of this permit are subject to administrative and/or legal action which may result in revocation of the permit or damages. The permit holder is responsible for the activities of all contractors or other operators involved in work done at the site or under this permit.

6. A copy of the permit shall be available at the work site whenever operations authorized by the permit are being conducted.

7. Employees of the Division of State Lands and all duly authorized representatives of the Director shall be permitted access to the project area at all reasonable times for the purpose of inspecting work performed under this permit.

8. The Division of State Lands retains authority to temporarily halt or modify the operation if it should cause excessive turbidity or damage to natural resources.

9. Any permit holder who objects to the conditions of this permit may request a hearing from the Director, in writing, within 10 days of the date this permit was issued.

William S. Cox, Director
Oregon Division of State Lands

/s/ Eugene R. Schmitz
Authorized Signature

August 4, 1977
Date issued

ATTACHMENT "A"

Special Conditions for Material Removal/Fill Permit No. 2368

1. The operation shall be conducted in a manner that will minimize a turbidity increase.

2. There shall be no removal or filling in the permit area between September 1 and June 1.

3. There shall be no operation of equipment in the active flowing stream between September 1 and June 1 nor on weekends and holidays.

4. At the project's completion the stream shall be placed in a single channel.

5. All potholes or removal pits shall be leveled or connected to the stream at the end of season's work.

6. A new channel may be constructed under these conditions:

   a. There shall be no operation of equipment in the active flowing stream except to connect the newly dug channel into the existing stream.

   b. The old channel shall be permanently blocked at the upstream end with impervious material protected by suitable bank protection.

   c. Spoils from the excavation of the new channel shall be stockpiled and after the diversion has been accomplished the material may be used to fill the abandoned channel.

   d. The new channel shall be completely excavated before diverting the stream flow.

7. Areas of streambank soil disturbance shall be seeded or planted with grass and/or legumes, and shrubs and/or trees.

8. Only clean, erosion resistant rock from an upland source shall be used as riprap.

9. The riprap rock shall be placed from above the bank.

10. The completed revetment shall have a slope no steeper than 1 1/2:1.

11. Flow of water to irrigators downstream must be maintained during construction.

12. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

August 4, 1977

1445 State Street
Salem, Oregon 97310

RECEIVED
JUL - 1 1976
DIVISION OF STATE LANDS
REMITTANCE $ 100.00

Please return by 7-22-76
Date received 7-1-76
Permit No. 2368
Waterway Muddy Creek
County Lane

APPLICATION FOR REMOVAL OR FILL PERMIT

(ORS Chapter 541.605 et seq)

(Please Print)

1. Applicant's Name Lane County, Oregon Department of Transportation

   Address 1820 Roosevelt Blvd. Telephone 688-5231

   City Eugene State Oregon Zip Code 97402

2. Project Supervisor's Name George Price, County Engineer

   Address 1820 Roosevelt Blvd. Telephone 688-5231

   City Eugene State Oregon Zip Code 97402

3. Property Owner's Name (See attached list)

   Address _____ Telephone _____

   City _____ State _____ Zip Code _____

4. Will the project be removal _____ fill _____ combination yes riprap yes

5. Will your fill consist of rock _____ gravel _____ sand _____ silt (Native Material) - Alluvial Clay other _____

   Will your removal consist of rock _____ gravel _____ sand _____ silt (Native Material) - Alluvial Clay other _____

6. Volume of fill material required: annually 5,000 c.y. total project 5,000 c.y.

   Volume of removal required: annually 6,000 c.y. total project 6,000 c.y.

7. Name of waterway affected by project Muddy Creek

   a. Tributary of Willamette River

   b. River mile ---- Section 8 & 9 Township 16S Range 3W

   c. County Lane

   d. Popular local description of project location: Coburg Road N. at Herman Road.

8. What is the purpose of your project? Upgrade intersection of Coburg Road North at Herman Road and construct new bridge - Existing bridge needs to be replaced and to widen and improve the south approach to the bridge on Coburg Road North.

Application for Removal or Fill Permit

Name Lane Co. Dept.
Permit No. 348

9. Describe your proposed operation (attach additional sheet if necessary):

Relocate Muddy Creek channel - construct bridge over relocated Muddy Creek for Coburg Road - relocate Herman Road intersection - improve south approach to bridge - fill relocated section of Muddy Creek.

10. Where will you place dredge spoils, if any? To be placed in old Muddy Creek Channel as suitable and as desired by property owner

11. When will project start? 1977 Be completed? 1977

12. What does the project site look like at the present time? Existing channel interferes with a safe intersection alignment of Herman Road at Coburg Road - south approach to bridge dangerous as to width and proximity of ditch.

13. What steps do you plan to take to restore area to its natural condition? None, because of weed problem . Property owner wishes to keep area plowed.

14. Please provide a location map (U.S.G.S. Quadrangle, Metsker map, Assessors map, or BLM map), and plan and cross section drawings of the project site showing the following information (minimum scale of plan and cross section—1" = 100 ft.):
   a. The specific location of the proposed project relative to the water body. Direction of water flow must be noted.
   b. The location of bankfull stage, or in an estuary, the line where significant upland vegetation ceases to grow because of frequent inundation.
   c. The location of the Ordinary Low Water line, or in estuaries, the Mean Low Tide line.
   d. Pertinent property boundaries.
   e. Spot elevations or contours if available. Reference datum must be noted.
   f. The location of Ordinary High Water or Mean High Tide, whichever is appropriate.

Signed Lenzo F. Knee

Title County Engineer

Date June 28, 1976

Attach the following items:
Maps as requested in Item 14, Filing fee according to schedule
Corps of Engineers Public Notice, or list number
Letter from Planning Agency if required by Rule 85-205

BP*73043-141

lane county

June 29, 1976

Director, Division of State Lands
1445 State Street
Salem, OR 97310

Dear Sir:

We respectfully herein submit a permit application for the relocation of a bridge and the involved creek, both of which are at the intersection of Herman Road and Coburg Road North, which is approximately four miles north of the City of Coburg.

Your attention to this permit application will be greatly appreciated.

Very truly yours,

George Price
Principal Engineer

JS:jl

enc:

160308

TL 100:
Charles E. & G. M. Bowen
Harmon Road
Coburg, OR 97401

TL 102:
Al & Anne M. Clements
P. O. Box 1226
Brookings, OR 97415

TL 500:
R. B. & A. R. Kragness
Route 2, Box 438
Eugene, OR 97401

160309

TL 500:
E. Chick, M. Coleman & C. Fields
2812 S. E. Moreland St.
Portland, OR 97202

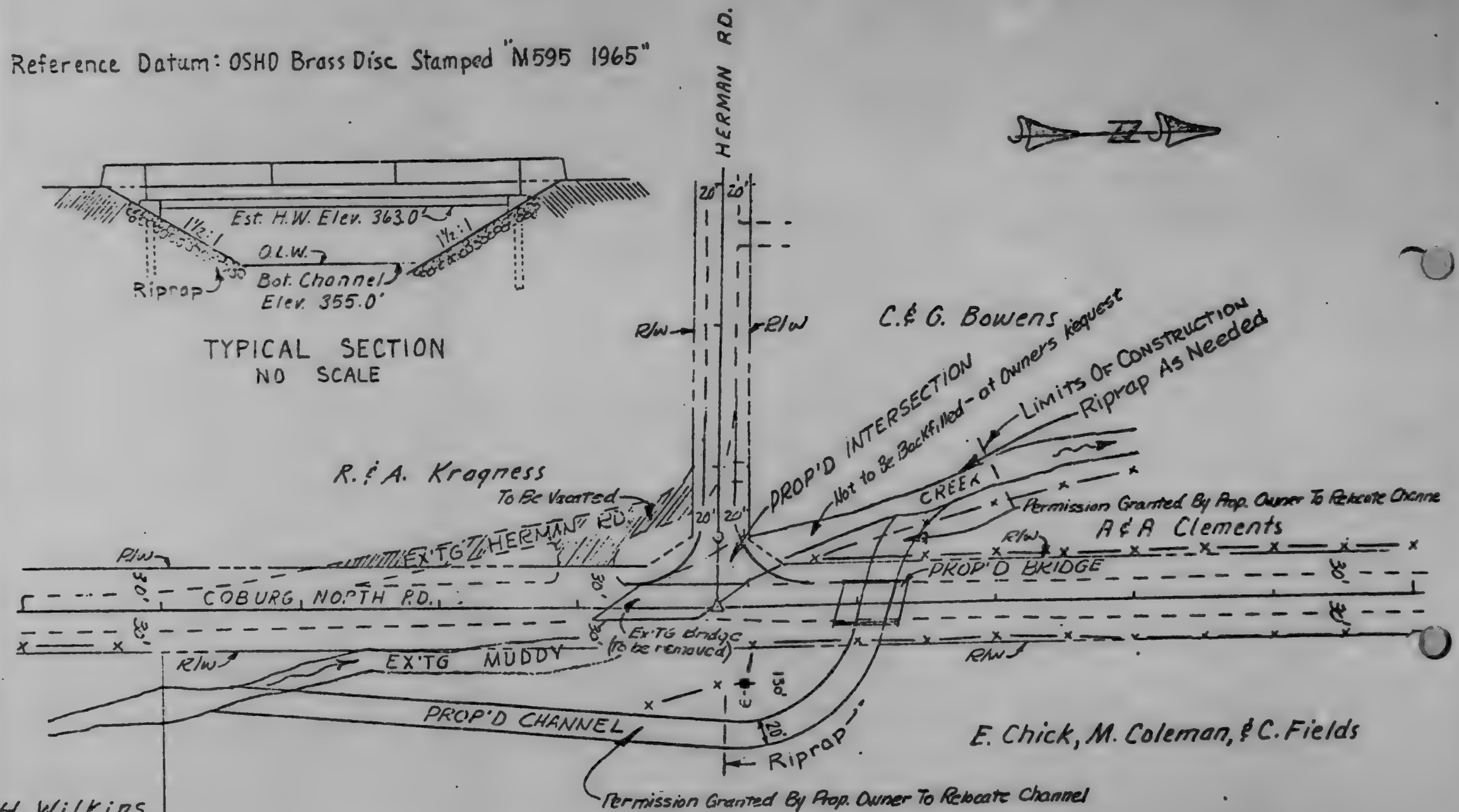
TL 600:
Herman S. Wilkins
617 West 25th Street
Cheyenne, Wyoming 82001

R/F 236.8 7-1-76

LANE COUNTY, OREGON
SEC. 8, T. 16S., R. 3W., W.M.

Reference Datum: OSHD Brass Disc Stamped "M595 1965"

TYPICAL SECTION
NO SCALE

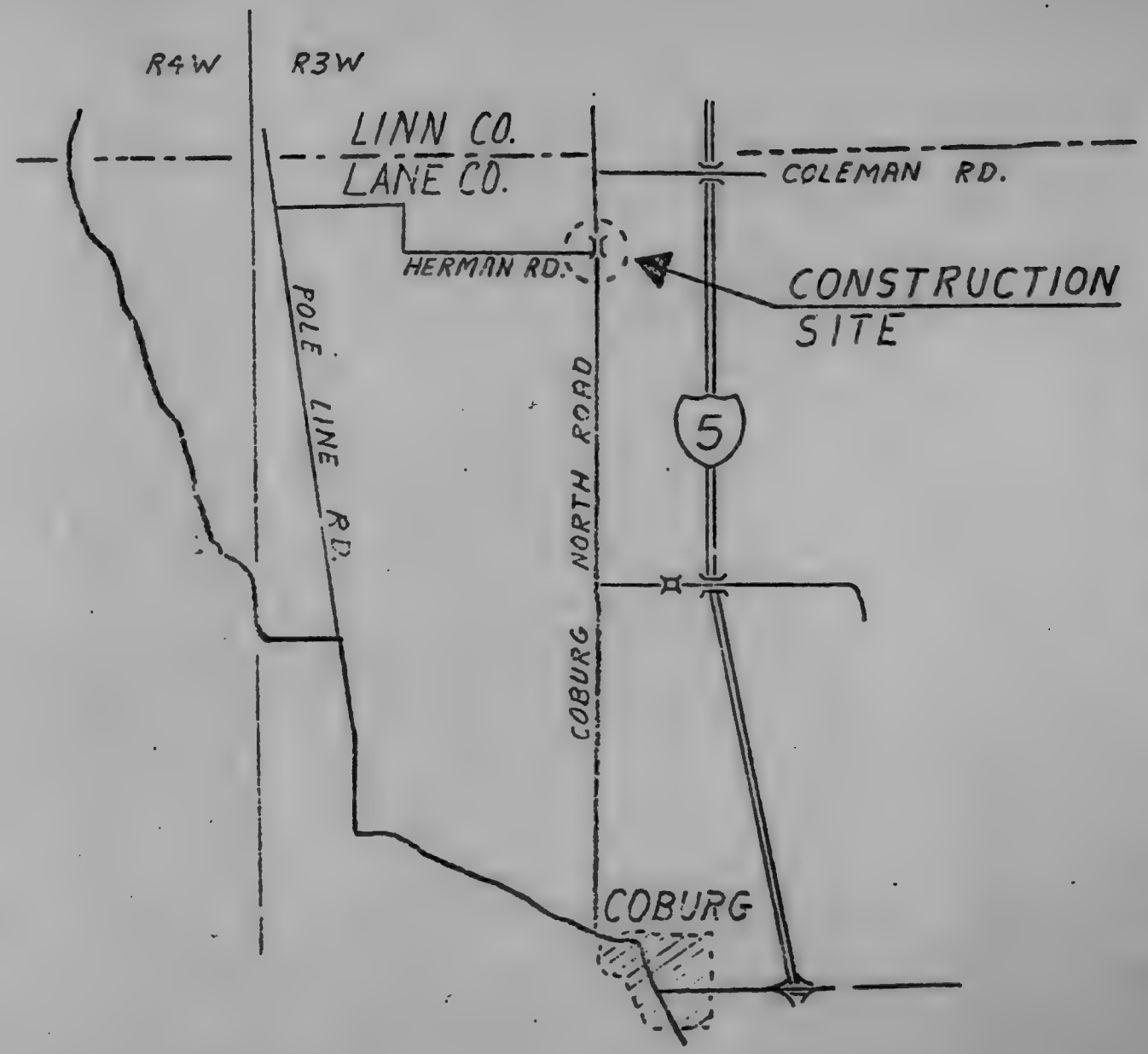


SCALE: 1" = 100'
PLAN

VICINITY MAP

SCALE 1" = 1 MILE

SEC. 8, T. 16 S., R. 3 W., W.M.



R/F 2644 - 1-76

004-30

SEC. 8, T 16S, R 3W
LANE COUNTY ASSESSOR MAP
1" = 400'

SEC. 9, T 16S, R 3W
LANE COUNTY ASSESSOR MAP
1" = 400'

A & R Clements

C. & G. Bowen

R. & A. Kragness

H. Wilkins

H. Crick & Coleman, & C. Fields

100

500

600

600

Lot 2
9.30

Lot 3
7.80

Lot 4
19.30

SW. Cor. DLC. No. 49

SW. Cor. DLC. No. 49

NW. Cor. DLC. No 50 by deed

1/4 Cor.

1/4 Cor.

COUNTY ROAD

CREEK

MUDDY

EAST

8

9

16

17

8617

14258A

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-8673

June 3, 1977

Mr. Len Wallace
Bridge Design Engineer
329 State Highway Building
Salem, Oregon 97310

Re: Muddy Creek Bridge
FAS-C RS 436(2)

Dear Len:

We have reviewed the flood capacity of the Muddy Creek channel in the area of the proposed new bridge and offer the following background information:

1) For our computation of channel capacity we used an "n" value of 0.030 to 0.035.

2) We did talk to the local residents, the Lane County maintenance people, and to the water control district who regulate the irrigation flow. The evidence is that the existing channel does handle the flow fairly well and that during high water there is considerable ponding throughout the valley floor. Water does flow over the existing road at low spots North and South of the site but not excessively.

We feel that the proposed channel change and new bridge will improve local conditions, although in a location such as this where the valley floor is so flat for such an extensive area there really isn't a whole lot that we can do to change the basic conditions.

Very truly yours,

L. F. Pierce
Chief Design Engineer

LFP:seb

RECEIVED
JUN 9 1977
BRIDGE SECTION

8617

FAS-C
Lane

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

March 15, 1977

Mr. George N. Hopkins
Local Government Programs Unit
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Re: Muddy Creek Bridge
FAS-C RS-436(2)

Dear George:

Refering to your letter of March 4, 1977, I am enclosing the Corps of Engineers letter advising that a permit is not required for this project.

Also included is Lane County's permit from the State Land Board for the channel change required as a part of the project.

We would anticipate all our design work being concluded in time for the June letting. Restrictions in the State Land Board permit make it advisable to have substantial completion of the channel work by September 1st.

Very truly yours,

Wally Palmateer

W. A. Palmateer
General Manager

WAP:seb
enclosure

cc: Glen Clark, Region Federal Aid Engineer
George Price, Lane County Engineer

COPY TO: Don Keyes
Don Trout

V (A) HA--FRED

PROJECT MANAGEMENT
MAR 16 '77
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me
NOTED
MAINOR C. HOLMES

M[illegible] Creek
Lane County

STATE OF OREGON
Division of State Lands
1445 State Street
Salem, Oregon 97310
Phone: 378-3805

Expires: 7-30-77

MATERIAL REMOVAL/FILL PERMIT NO. 2368

LANE COUNTY DEPARTMENT OF TRANSPORTATION

is hereby authorized to remove/and fill materials from the waterway described in the attached copy of his application, subject to the special conditions listed on Attachment "A" and to the terms and conditions expressed in said attached application.

This permit is granted under the provisions of ORS 541.605 et seq and in no way is it intended to authorize removal of material from state-owned submersible and submerged lands without compliance with leasing and royalty provisions of ORS 279.530 et seq and other applicable provisions of law. The permit merely expresses assent of the State to the work proposed and does not eliminate the necessity of obtaining rights of way and permission of the owners of lands upon which work is to be performed. All operations shall be in conformance with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon.

The Division reserves the right to review the terms of this permit annually and, upon review, to amend or cancel this permit when conditions or revised standards require such action. You will be notified prior to the permit expiration date so that you may submit your renewal request.

William S. Cox, Director

July 30, 1976
Date

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

REPLY TO ATTENTION OF:

NPPND-RF

28 June 1976

Mr. Al Driver, Director
Lane County Department of Transportation
135 East 6th Avenue
Eugene, Oregon 97401

RE; Permit request no. 071-OYA-4-002240

Dear Mr. Driver:

This is in reference to your request, dated 17 June 1976, for a Department of the Army permit to construct, over Muddy Creek, a single span pile supported bridge which will replace an existing wood bridge. The proposed bridge will be located approximately 2 miles north of the City of Coburg, in the County of Lane, Oregon.

We have received from your agent (Mr. W.A. Palmateer, General Manager of Oregon Bridge Engineering Company) a statement that no filling will be required for the proposed bridge and a drawing showing the proposed work. The U.S. Army Corps of Engineers permitting authority in Muddy Creek is only for the discharge of dredged or fill material under the provisions of Section 404 of the "Federal Water Pollution Control Act Amendments of 1972". Therefore, a Department of the Army permit is not required and your permit request has been withdrawn.

If you have any questions, please feel free to contact Ron Marg of our Regulatory Functions Branch, at the above address or call (503) ~~777-4441,~~ 221-6999 extension 305.

Sincerely,

F. R. BROCKSCHINK
Chief, Regulatory Functions Branch

cc: Oregon Bridge Engineering Company

Oregon Bridge Engineer Company

AMERICAN REVOLUTION BICENTENNIAL 1776-1976

8617

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: December 17, 1976

FROM: L. W. Hatten
Program Management Engineer

SUBJECT: PROJECT ASSESSMENT
Muddy Creek Bridge
Coburg Rd. North
Lane County

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
DEC 2 '76
SECTION

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin
G. A. Potter
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
B. L. Gifford
Region 3 : Alfred Shirley
District 5 : William Anhorn
Region 3 Geologist: Elliott Parker

APPROVED
EJH
DEPUTY STATE HIGHWAY ENGINEER
Date 12-20-76

RECEIVED
STATE HWY ENGR
DEC 17 '76
REFER TO
FOR
Info | Lmvss | R/D | D/R | Sign | Act | File

81-125-1387

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: November 29, 1976

In reply refer to: 1041B.3

SUBJECT: RS-A 466(-)
Muddy Creek Bridge
Coburg Road North
Lane County

FROM : G. L. Green, Division Administrator

TO Mr. H. S. Coulter, State Highway Engineer
State of Oregon

The subject project assessment submitted with Mr. Rulien's November 5, 1976, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.
The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William L. Green
for G. L. Green

CC:
OSHD (Potter)
" (Laux)
" (Region 3, Engelmann)

PROJECT MANAGEMENT
DEC 16 '76
REFER TO
FOR
Info | Investigate | R/D | Action | File | Letter | See me

RECEIVED
STATE HWY ENGR
DEC 16 76
REFER TO Rulien
FOR
Info | Invest | R/D | D/R | Sign | Act | File

BEN GIFFORD

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

CATEGORY 3 PROJECT
Non-Maj. 07
RS-A466(-)
70306

PART 1. GENERAL INFORMATION

A. Project Identification:

Date November 1, 1976

Section Muddy Creek Bridge (#16-3W-8A) Unit (if appl)

County Lane City north of Coburg

Highway Coburg Rd. North (Co. Rd. 1610) State Hwy. No.

Termini: M.P.(if appl) M.P. 3.55-Coburg Rd. North Length 0.05 miles

Region 3 Construction Estimate $110,000
Program Amount

B. Purpose of Project: To increase road load limit by replacing a deteriorating bridge of substandard bearing capacity. To increase safety by improving the alignment and intersection of Herman Road with Coburg Road North.

C. Origin & History of Project: Coburg Road North designated as a Rural Major Collector by the 1976 State Functional Highway Classification. The load limit on the present structure is 5 tons per axle or a 25 ton total.

D. General Description of Project: The east end of Herman Road will be realigned to form a 90 degree intersection with Coburg Road North. The existing deficient bridge over Muddy Creek will be replaced at a location approximately 150 feet north of the present location and the existing water channel will be relocated accordingly.

Alignment: New Existing Combined X

Typical Section: Existing: No. Lanes 2 ; Med. 0 ; Shldrs. 4' ; Parking none

Proposed: No. Lanes 2 ; Med. 0 ; Shldrs. 4' ; Parking none

Traffic: Existing Facility: Existing ADT 650 ; Projected ADT 730 ; Yr. 1980

Existing Level of Service A

Proposed Facility: Projected ADT 730 ; Yr. 1980

Projected Level of Service A

Right of Way: Additional anticipated no (Yes, No); if yes, give approx. No. Parcels_____

Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any: Riprap material expected to be obtained from a local commercial source. Material excavated for channel relocation will be deposited in part of the existing channel under the roadway. All construction debris will be disposed of in accordance with Standard Specifications for State Highway Department (Oregon, 1974)

Type of Structure(s): Concrete bridge structure

Brief Description of River or Stream and Type of Involvement, if any: Muddy Creek is an essentially unregulated stream whose original source is the McKenzie River from which water is pumped to supplement surface run-off (to provide year-round flow). The Creek is part of a local water control district. In summer months it is approximately 20 feet wide, 2 to 3 feet deep, with a slow rate of flow (about 20 feet per minute).

Local City, County or COG priorities of project: An important project to upgrade the County road system.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe): A "do nothing" alternative would result in maintaining a hazardous intersection with a sub-standard bearing capacity bridge. Local alternatives are the choices between an improved bridge or bridges, a long drainage structure extending under both roads near their intersection, or a combination of a new bridge with a channel change.

Other Descriptive Information or Comments:

(Attach project sketch map.) Project sketch map attached.

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: Topography is flat with gradual slope towards north-northwest. Essentially grasslands over fine textured alluvial clays. The land use is essentially grassland -- pasture-oriented and largely devoted to grazing. Muddy Creed intersects the project from the south-southwest and flows directly through the project. (See stream description, Page 2.) Stream banks are covered by wild grasses, poison oak, and blackberries. Animal life is that typical of muddy, slow-moving streams and adjacent brushy cover. A resident cutthroat trout population exists. The area is not a habitat for any unusual species of flora or fauna.

2. Cultural: This is a very rural setting where farming uses predominate. The primary noise source is vehicular traffic on Coburg Road North; otherwise there is a very low ambient noise level. Three dwellings are within sight of this location, with the nearest being about 500 feet distant. Existing utilities in the immediate area consist of power poles adjacent to R/W, and an underground telephone cable (which will be relocated by the phone company). Existing air pollution results primarily from agricultural activities (dust) with traffic on Coburg Road North a minor secondary source.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: Work will be programmed within the existing right-of-way and no additional right-of-way is required. Portions of the proposed channel will be on private property with permission for this location granted to the County by the property owners.

2. Estimated Impact on Traffic Patterns: No change in the traffic pattern of Coburg Road North and Herman Road, except that Herman Road will intersect Coburg Road North at a 90 degree angle.

Consequences--Air Quality, Noise, Safety, etc.: Increased visibility and elimination of the confusing traffic situation at the intersection of the two roads (see project sketch map). An improvement in the safety of the intersection is the major consequence.

3. Estimated Impact on Land Use: The project is not expected to have any influence on surrounding land use. The small strip of land adjacent to Coburg Road North which is to be used for the diverted channel is not in cultivation.

Consequences: None

4. Expected Impact on Natural Ecological Resources: None. The project will have no sustained effect on drainage, water pollution, rate of stream flow, or acquatic life.

Consequences: None.

5. Expected Impact on Cultural and Scenic Resources: A small portion of vacated stream bed and old roadway will remain. The proposed bridge will be of modern design and visual impacts will be minor.

Consequences: Very minor. Small corner of land previously occupied by Herman Road will be returned to availability. The small portion of vacated stream bed is being left in its natural state at the request of the property owner and will not constitute an increased safety hazard.

6. Preliminary Identification of Areas of Critical Concern: None. An approved permit from the Division of State Lands has been received. Wildlife and Fish Commission recommendations have been received and will be followed.

7. Potential for Controversial Issues: None.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

N/A

b. Noise Standards No change in noise levels due to traffic increase. Change in alignment will not result in violation of FHPM 7-7-3 design noise levels to adjacent receptors nor will there be perceptable increases over present ambients.

c. Water Quality Standards

Will not degrade stream

d. Area Land Use and Transportation Plans, and Zoning

Consistent
This project will not result in any traffic increases.

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

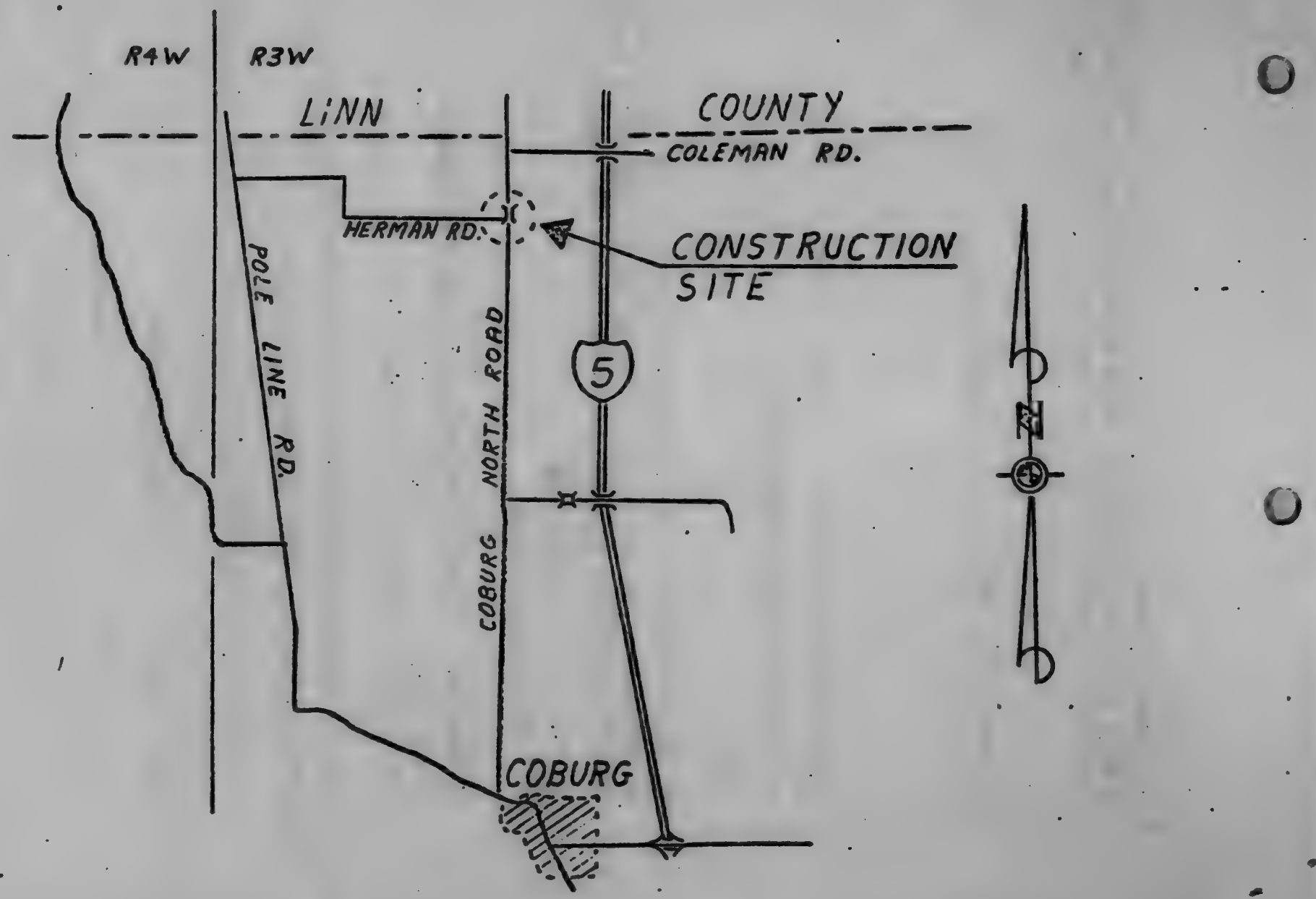
Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4

VICINITY MAP

SCALE 1" = 1 MILE

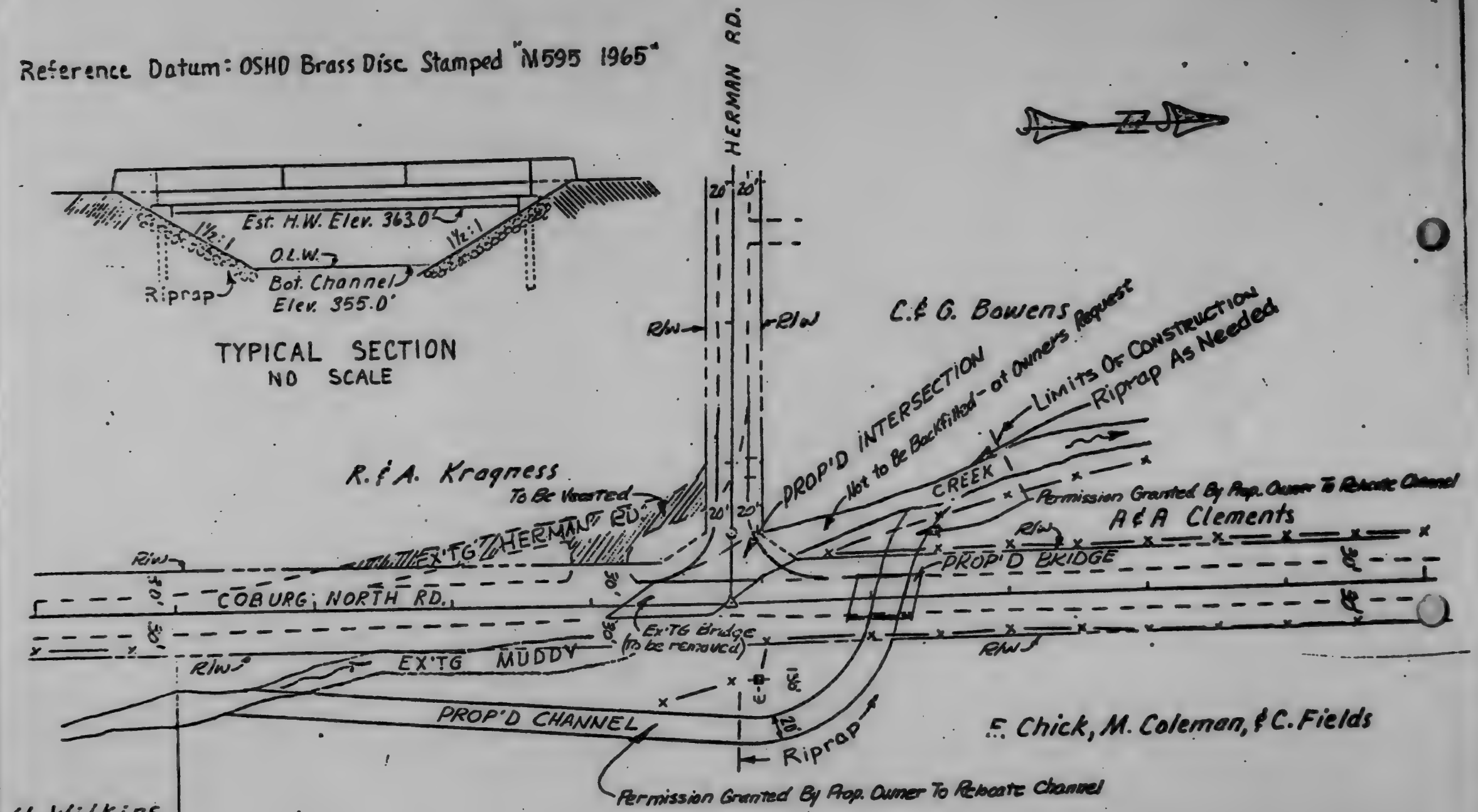
SEC. 8, T. 16 S., R. 3 W., W.M.



LANE COUNTY, OREGON
SEC. 8, T. 16S., R. 3W., W.M.

Reference Datum: OSHD Brass Disc Stamped "M595 1965"

TYPICAL SECTION
NO SCALE



SCALE: 1" = 100'
PLAN

8617

Form FHWA 121 (Rev. 8-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: November 29, 1976

In reply refer to: 1041B.3

SUBJECT: RS-A 466(-)
Muddy Creek Bridge
Coburg Road North
Lane County

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO Mr. H. S. Coulter, State Highway Engineer
State of Oregon

The subject project assessment submitted with Mr. Rulien's November 5, 1976, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William L. Green
for G. L. Green

cc:
OSHD (Potter)
" (Laux)
" (Region 3, Engelmann)

RECEIVED
STATE HWY ENGR
DEC 16 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8617

Fas 20-502
Lane Co
or 177

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

October 14, 1976

FILE: ENV
New A466

FROM: EB ENGELMANN
Regional Environmentalist

TO: George Ramjoue', Project Coordinator
Environmental Section

SUBJECT: Project Re-Assessment
Muddy Creek Bridge
Coburg North Road
Lane County

The attached assessment is being forwarded for your review and processing. Please note that it is a revised version of an earlier assessment prepared 5-1-75 and approved by FHWA about 12-30-75.

Though there have been substantial location/design changes (such as the channel change and the attendant need for a permanent easement or right-of-way) Lane County recommends that previous project classification remain unchanged. I agree.

ee/cw
Attach.

cc F. E. Terpin, w/attach.
L. W. Rulien
Glen Clark
John Goodson, Lane County

HAL-FED

RECEIVED
COUNTY & CITY SECTION
OCT 18 1976
☐ ENGR. ☐ CJOR. ☑ CE ☑ AE ☐ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

PROJECT MANAGER
OCT 18 '76
REF
Info
Investigate
Action

8617

FORM 81-734.3020

OFF SYSTEM

FILE: Muddy + Jo. Kenda Br

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 18, 1976

ORIGINAL SIGNED
WALTER J. HART

FROM: Walter J. Hart
Bridge Engineer

SUBJECT:
Schedule of Contract Lettings

TO:
Memo to the File

In discussion with Oregon Bridge Engineering, we are advised that two structures scheduled for contracting in July are to be deferred until the Spring of 1977. The projects are the Muddy Creek Bridge on FAS 20-502 in Lane County and the South Umpqua (Gazley) Bridge, an off-systems project in Douglas County.

In addition, there are several other projects which are being handled by consultants for which no material has been received to date. These projects also will not make the July 29 letting. The projects are the Willow Creek (Morgan St.) Bridge, an off-system project in Heppner, and the Ox Bow Project on the Middle Fork of the John Day River in Grant County.

WJH:dh

cc Alfred Shirley
W. E. Schwartz
D. N. Harwell
C. G. Swenson

RECEIVED
COUNTY & CITY SECTION
JUL 23 1976
☐ ENGR. ☐ COOR. ☐ ME ☒ AE ☐ BE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Rulien 20-502
FAS 777
Lane County

OREGON STATE HIGHWAY DIVISION

PRO 6

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mr. George Price
Principal Engineer
Director or Public Works
1820 Roosevelt Blvd.
Eugene, O R 97402

June 17, 1976

Dear Mr. Price:

This will acknowledge your letter of June 14, 1976, advising that you now intend to effect a channel change and relocate the Muddy Creek Bridge in your FAS Project RS 436(2), now in the preliminary engineering phase (no federal funds anticipated during PE).

We will retain the file on this project and resume consideration upon receipt of the ammended application and project assessment.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc: L.W. Rulien
W.J. Hart
Bill Anhonr
Ellis Jones

RECEIVED
COUNTY & CITY SECTION
JUN 23 1976
☐ ENGR. ☐ COOR. ☑ DE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

PROJECT MANAGEMENT
JUN 21 '76
REFER TO
FOR
Info | Investigate | R/C | Action | File | Letter | See me

lane county

June 14, 1976

Mr. Glen Clark
Regional Federal Aid Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, OR 97470

Re: Muddy Creek
FAS 20-502

Dear Glen:

This is an update of the status of our FAS project to replace the bridge over Muddy Creek on the Coburg North Road.

We still intend to proceed with the project and it appears definite now that we will make a channel change and relocate the bridge north of its present location. In order to effect this change we presume that an amended project request and environmental assessment will be necessary. These will be submitted to your office in the near future.

Because of the channel change we will also have to file an application for a fill permit with the Division of State Lands. Obviously, we will not have clearance from all of the agencies in time for this year's construction season so we anticipate a bid letting in early spring of 1977.

Very truly yours,

George Price
Principal Engineer

GP:jl

cc: Ellis Jones, Oregon State Highway Department
Wally Palmateer, Oregon Bridge Engineering Company
Al Driver, Director of Transportation

8617

OREGON STATE HIGHWAY DIVISION
REGION 3 - ROSEBURG

Riley

RECEIVED
COUNTY & CITY SECTION
APR 1 - 1976
ENGR. COORD. DE AE DE
RPE RE RE RPE

MONTHLY PRELIMINARY ENGINEERING REPORT

3-26-76

Project Name Coburg Road North (Muddy Creek)

Highway Coburg Road North(County)FAS 20-502 F.A. Rt. No. FAS 777

Project No. RS-436(2) Prefix 520-1990-901 Type F.A. Fund FAS-C

P.E. Performed by _____ County ~~Engr~~ of Lane and

Consultant Oregon Bridge Engineering Company
(Name)

Project Category Structure Hearing Req'd - Corridor Yes [ ] No [X]
Corridor/Design [ ] [X]
Anticipated Date of Hearing _____

Date P.E. Authorized (FHWA) N/A County Funded

Activity	Date Started	Estimated Date of Completion	Approval Date
Reconnaissance Phase		Completed	
Corridor Approval.			
Field Survey		Completed	
Preliminary Design			
Design Approval.			
Final Design			
P.S. & E. Approval			

Remarks: A channel relocation and different bridge site are being investigated by Oregon Bridge Engineering Company and Lane County. After R/W determination a design schedule will be prepared.

Distribution: Project Management ✓
Location
Region
Local Agency
Consultant

Signed Ellis H. Jones

Title Resident Engineer

Date 3-26-76

8617

8

March 25, 1976

Lane County Board of Commissioners
Courthouse
Eugene, OR 97401

Attention: Donald M. Penfold
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5602

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering the construction of the Muddy Creek Bridge Section of the Coburg North Road (FAS 777) in Lane County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

mr

Att.

bc Don Harwell (agreement att.)

FAS 777 - Lane Co

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROV[illegible]ND/OR AUTHORIZATION

8617 3-17-76

FEDERAL AID PROJECT NO.	RS-436(2)
[illegible]E PROJECT NO.	Muddy Creek Bridge Section
FROM: G. L. Green, Division Administrator, Salem, Oregon	PROGRAM NO.
ITEM NO.	RS-85
COUNTY NAME	LANE
PROGRAM STAGE (Check)	☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe, Administrator &
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
3/17/76	3/17/76	Secondary Route 777	County Road

GENERAL LOCATION:

County Road approximately 3.5 miles North of Coburg

RECEIVED
COUNTY & CITY SECTION
MAR 1 1976
ENGR. ☐ CONSTR. ☐ LE ☒ AE ☐ BE
UPC ☐ CE ☐ LURE ☒ MPE ☐

GENERAL DESCRIPTION OF WORK:

One structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 2/18/76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 1/30/76 letter you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $110,000 Federal funds, $85,800 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3/17/76	G. K Hansen for	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Form FHWA 121 (Rev. 5-73)

8617

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 17, 1976

In reply refer to: 1041EC.2

SUBJECT: Project RS-436(2)
Muddy Creek Bridge Section

FROM : G. L. Green, Division Administrator

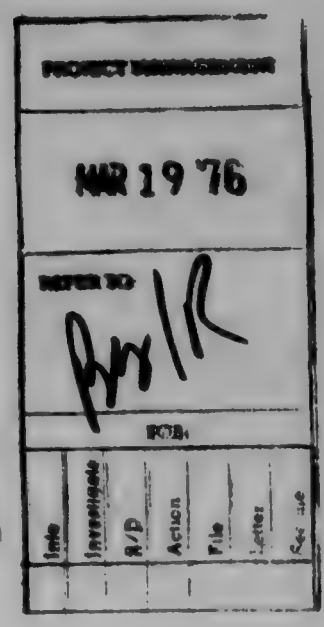
TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The Consultant Engineering Agreement with Oregon Bridge Engineering Company is approved as submitted by Mr. Rulien's 2/11/76 letter. My letter of approval to advance this project has been issued with an effective date of March 17, 1976.

Original signed by
GLEN W. GRAY
Financial Manager

G. L. Green

cc:
OSHD (Rulien)



8617

fas 20-502 Lane Co

OREGON STATE HIGHWAY DIVISION
REGION 3 - ROSEBURG

MONTHLY PRELIMINARY ENGINEERING REPORT

2-26-76

Project Name Coburg Road North (Muddy Creek)

Highway Coburg Road North(County)FAS 20-502 F.A. Rt. No. FAS 777

Project No. RS-436(2) Prefix _____ Type F.A. Fund FAS-C

P.E. Performed by Consultant County ~~XXXXX~~ of Lane

Consultant Oregon Bridge Engineering Co.
(Name)

Project Category Structure

	Yes	No
Hearing Req'd - Corridor	[ ]	[X]
Corridor/Design	[ ]	[X]

Anticipated Date of Hearing _____

Date P.E. Authorized (FHWA) N/A County funded

Activity	Date Started	Estimated Date of Completion	Approval Date
Reconnaissance Phase		Completed	
Corridor Approval			
Field Survey		Completed	
Preliminary Design		Completed	
Design Approval			
Final Design		March 15, 1976	
P.S. & E. Approval			

RECEIVED
COUNTY & CITY SECTION
MAR 8 - 1976
ENGR. [ ] COORD. [X] UE [ ] AE [ ] UE
RPE [X] CE [ ] RE [ ] RPE [ ]

Remarks: Advance plans were submitted to the Bridge Engineer in Salem on February 12, 1976 and reviewed by W. Hart and H. Schell on February 24, 1976, at O.B.E. office, Springfield.

Distribution: Project Management
Location
Region
Local Agency
Consultant

Signed E. L. Jones

Title Resident Engineer

Date 2-26-76

8617 2-26-76 8

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RS-436(2)

STATE PROJECT NO.: Muddy Creek Br Section

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: RS-85

COUNTY NAME: Lane

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 1 '76
REFER TO
FOR
Info | Instr | RD | DR | Sur | Ad | File

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 2/18/76

FEDERAL ROUTE NUMBER: Secondary Route 777

STATE ROUTE NUMBER: County Road

GENERAL LOCATION:

County Road approximately 3.5 miles north of Coburg.

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☑ PREPARATION at a total estimated cost of $2,100, Federal funds $1,638. (This does not include any preliminary engineering performed by consultant.)
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 2/18/76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 1/30/76 letter you are authorized to proceed with the work as shown above.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2/26/76	G. K. Hansen for	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 2/18/76

BY (Signature): L. Rulien's letter of 1/30/76

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. _____ THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
85	RS-436(2)	0.015	112,100	87,438

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
Muddy Creek Bridge Section Lane County State of Oregon	Preliminary Engineering one structure

2-18-76

RECEIVED
COUNTY & CITY SECTION
MAR 1 - 1976
☐ ENGR. ☐ CHIEF ☐ AE ☐ UE
☐ DPE ☐ CE ☐ RE ☐ DPE ☐

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		2/18/76	G.L. Green, Division Administrator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 913-680

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO F.H.W.A.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

January 30, 1976

CARD 2	REPORT NUMBER: 1	PROJECT LOCATION (45 typewriter spaces): Co. Rd., approx. 3.5 mi. N. of Coburg	ADT	PRESENT: DHV 50 / 380	FUTURE: 700	YEAR: 96	REGION: 10	STATE NAME: Oregon			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): P.E., one bridge	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S): RS-	NUMBER: 436	
CARD 4	CLASS OF FEDERAL FUNDS: Rural Secondary	NAME OF URBAN AREA: ----							COUNTY NAME: Lane	ROUTE NO. S	FEDERAL-AID: 777 / STATE: Co. Rd. / U.S.: ---

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS	WORK: TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(1448)	(10)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (70)		
5					PE		Co. Rd., approximately 3.5 miles north of Coburg.	0.015	2,100	1,638	462	---
5					ROW							
5					CONST (CODE) X080		"Muddy Creek Bridge Section"	0.015	110,000	85,800	12,100	12,100 (Co
							PROJECT TOTALS	0.015	112,100	87,438	12,562	12,100 (Co

(116) (23) (24) (25) REMARKS

RECEIVED
COUNTY & CITY SECTION
MAR 1 - 1976
☐ ENGR. ☐ COORD. ☐ OE ☐ AE ☐ BE
☐ BPE ☐ CE ☐ RE ☐ BPE ☐

CARD 1	CODE 1	PREPARED BY	
1	14	CL	

PROGRAM APPROVAL DATES

FEB 18 1976

FHWA-OREGON DIVISION

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

January 30, 1976

T LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
d., approx. 3.5 mi. N. of Coburg	ADT	DHV 50	700	96	10	Oregon	41	075	85
		380						T. Projects Only	

RK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV. AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
								RS-	436	(2)		

ural Secondary	COUNTY NAME	CODE	PROGRAM STAGE
---	Lane	039	1 OR X 2

	ROUTE NO.	FEDERAL-AID	STATE	U.S.
	S	777	Co. Rd.	---

ORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		Co. Rd., approximately 3.5 miles north of Coburg.	0.015	2,100	1,638	462	---	P.E. all phases; Const. reinf. conc. bridge (L-80') remove existing str. stockpile guardrail & sign. (County to provide & maintain detour, construct roadway approaches & install guardrail.) ROW - 60 normal; Access control-none; Parking restrictions-none.
W								
NST DE) 80		"Muddy Creek Bridge Section"	0.015	110,000	85,800	12,100	12,100 (Co.)	
CL		PROJECT TOTALS	0.015	112,100	87,438	12,562	12,100 (Co.)	

RECEIVED
COUNTY & CITY SECTION
MAR 1 - 1976
☐ ENGR. ☑ CONST. ☐ UE ☐ AE ☐ DE
☐ RPE ☐ CE ☐ RE ☐ RPE ☐

OVAL DATES
1 8 1976
DIVISION

REMARKS

-Over-

MUDDY CREEK BRIDGE SECTION

PROJECT NO. RS-436(2)

Existing Facility: Muddy Creek bridge #14258 is a timber pile trestle with an overall length of 74 feet and horizontal clearance of 24 feet.

Adjacent Sections: Roadway consists of 18-foot oiled surface with 2-foot shoulders.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases.

(2) Remove existing structure and construct on existing alignment a reinforced concrete bridge, 80 feet in length with a horizontal clearance of 30 feet, furnish and stockpile guardrail and install signing.

Note: Preliminary engineering includes only work by State forces required to review the plans and contract the work. The construction engineering will be performed by Oregon Bridge Engineering Company with review by State forces. County will provide and maintain detours, construct roadway approaches and install guardrail.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Exceptions to Minimum Design Standards: None.

Additional Right-of-Way: None required.

FHPM 7-7-2 Requirements: Non-major action project concurred in by FHWA on December 30, 1975.

IM 50-1-70 Requirements: Exempt from State Clearinghous Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

(a) Public Hearings--None required under Oregon Actio (Category 3 project).

(b) Location/Design--Not a factor in the development

Route Data: This is a farm-to-market road, school bus a

Note: This project is in Congressional District No. 4.

MUDDY CREEK BRIDGE SECTION

PROJECT NO. RS-436(2)

uddy Creek bridge #14258 is a timber pile trestle
ngth of 74 feet and horizontal clearance of 24 feet.

oadway consists of 18-foot oiled surface with 2-foot

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ngineering all phases.

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30 feet, furnish and stockpile guardrail and install

ngineering includes only work by State forces required
plans and contract the work. The construction
ill be performed by Oregon Bridge Engineering Company
y State forces. County will provide and maintain
truct roadway approaches and install guardrail.

ts, Railroads, Water Developments, Historical and
: None involved.

Design Standards: None.

ay: None required.

ts: Non-major action project concurred in by FHWA
75.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 5 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

(a) Public Hearings--None required under Oregon Action Plan (Category 3 project).

(b) Location/Design--Not a factor in the development of this project.

Route Data: This is a farm-to-market road, school bus and mail route.

Note: This project is in Congressional District No. 4.

PRO 6-2

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 30, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. [illegible]
Project Management Engineer

SUBJECT Program Data Submission
Project No. RS-436(2)

We are submitting program data for one project, Item No. 86, Project No. RS-436(2), "Muddy Creek Bridge Section", which we desire to have included in the Federal-Aid Rural Secondary Highway Program.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal-Aid Act.

We request the following:

(1) Authorization, concurrent with program approval, to proceed with all phases of preliminary engineering at an estimated total cost of $2,100 with an obligation of $1,638 in federal funds.

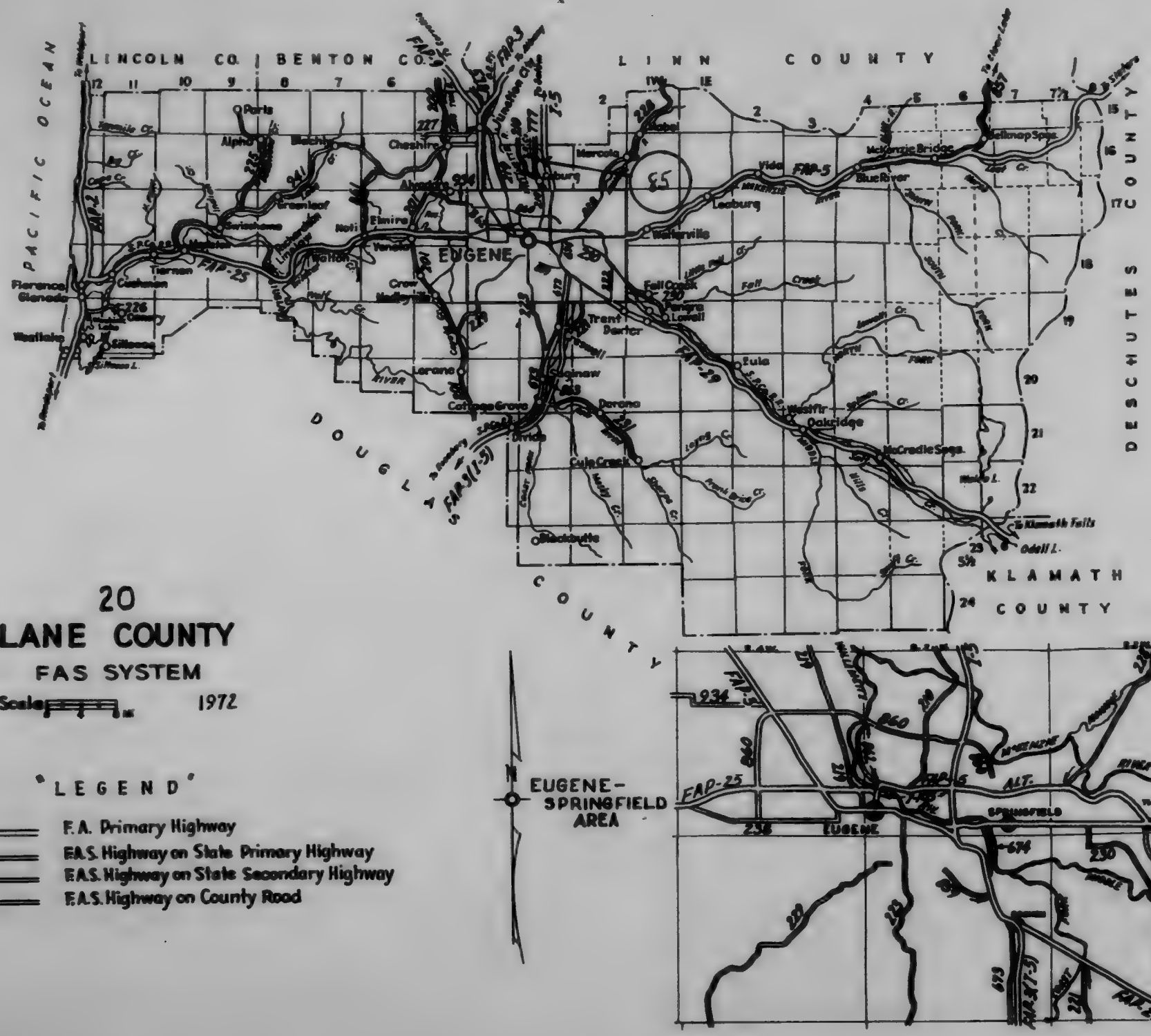
(2) Authorization to proceed with actions necessary to advance to completion, in accordance with the provisions of our approved Secondary Road Plan, the physical construction of the project at a total estimated cost of $110,000 with an obligation of $85,800 in federal funds.

CL:md

Encl.

cc: Alfred Shirley (Region 3)

RECEIVED
COUNTY & CITY SECTION
MAR 1 - 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐



20
LANE COUNTY
FAS SYSTEM

Scale 1" = 8 mi. 1972

LEGEND

- F.A. Primary Highway
- F.A.S. Highway on State Primary Highway
- F.A.S. Highway on State Secondary Highway
- F.A.S. Highway on County Road

RECEIVED
COUNTY & CITY SECTION
JUL 1 - 1976
ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
RE ☐ RPE ☐
UPE ☐ CE ☐

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PP-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

January 30, 1976

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
CARD 2	1	Co. Rd., approx. 3.5 mi. N. of Coburg	ADT	DHV 50 380	700	96	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AREA	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
CARD 3	P.E., one bridge								RS-	436

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	ROUTE NO.	FEDERAL-AID	STATE	U.S.
CARD 4	Rural Secondary	Lane	S	777	Co. Rd.	---
	NAME OF URBAN AREA: ----					

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(1648)	(10)	81	42	43 46	53		(54) (59)	(60) (66)	(67) (70)		
5					PE		Co. Rd., approximately 3.5 miles north of Coburg.	0.015	2,100	1,638	462	---
5					ROW							
5					CONST (CODE) X080		"Muddy Creek Bridge Section"	0.015	110,000	85,800	12,100	12,100 (Co.)
							PROJECT TOTALS	0.015	112,100	87,438	12,562	12,100 (Co.)

CARD 1	CODE 1	PREPARED BY	CL
1	14	PROGRAM APPROVAL DATES	

FEB 18 1976

FHWA CONCURRENCE

RECEIVED
COUNTY & CITY SECTION
MAR 1 - 1976
ENGR. COOR. DE AE DE
DPE EE DE DPE

REMARKS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

January 30, 1976

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Rd., approx. 3.5 mi. N. of Coburg		DHV 50 380	700	96	10	Oregon	41	075	85

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
ge								RS-	436	(2)		

	COUNTY NAME	CODE	PROGRAM STAGE
Rural Secondary ----	Lane	039	[ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	777	Co. Rd.	---

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		Co. Rd., approximately 3.5 miles north of Coburg.	0.015	2,100	1,638	462	---	P.E. all phases; Const. reinf. conc. bridge (L-80') remove existing str. stockpile guardrail & sign. (County to provide & maintain detour, construct roadway approaches & install guardrail.) ROW - 60 normal; Access control-none; Parking restrictions-none.
OW								
NST DE)		"Muddy Creek Bridge Section"						
80			0.015	110,000	85,800	12,100	12,100 (Co.)	
CL		PROJECT TOTALS	0.015	112,100	87,438	12,562	12,100 (Co.)	

RECEIVED
COUNTY & CITY SECTION
MAR 1 - 1976
☐ ENGR. ☐ CHIEF ☐ DE ☐ AE ☐ DE
☐ DPE ☐ CE ☐ RE ☐ RPE ☐

OVAL DATES

8 1976

REMARKS

-Over-

MUDDY CREEK BRIDGE SECTION

PROJECT NO. RS-436(2)

Existing Facility: Muddy Creek bridge #14258 is a timber pile trestle with an overall length of 74 feet and horizontal clearance of 24 feet.

Adjacent Sections: Roadway consists of 18-foot oiled surface with 2-foot shoulders.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases.

(2) Remove existing structure and construct on existing alignment a reinforced concrete bridge, 80 feet in length with a horizontal clearance of 30 feet, furnish and stockpile guardrail and install signing.

Note: Preliminary engineering includes only work by State forces required to review the plans and contract the work. The construction engineering will be performed by Oregon Bridge Engineering Company with review by State forces. County will provide and maintain detours, construct roadway approaches and install guardrail.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Exceptions to Minimum Design Standards: None.

Additional Right-of-Way: None required.

FHPM 7-7-2 Requirements: Non-major action project concurred in by FHWA on December 30, 1975.

IM 50-1-70 Requirements: Exempt from State Clearinghouse Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

(a) Public Hearings--None required under Oregon Action (Category 3 project).

(b) Location/Design--Not a factor in the development o

Route Data: This is a farm-to-market road, school bus an

Note: This project is in Congressional District No. 4.

MUDDY CREEK BRIDGE SECTION

PROJECT NO. RS-436(2)

dy Creek bridge #14258 is a timber pile trestle
th of 74 feet and horizontal clearance of 24 feet.

dway consists of 18-foot oiled surface with 2-foot

er this project consists of the following:

ineering all phases.

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rete bridge, 80 feet in length with a horizontal
feet, furnish and stockpile guardrail and install

ineering includes only work by State forces required
lans and contract the work. The construction
l be performed by Oregon Bridge Engineering Company
State forces. County will provide and maintain
ruct roadway approaches and install guardrail.

s, Railroads, Water Developments, Historical and
None involved.

Design Standards: None.

y: None required.

s: Non-major action project concurred in by FHWA
5.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 5 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

(a) Public Hearings--None required under Oregon Action Plan (Category 3 project).

(b) Location/Design--Not a factor in the development of this project.

Route Data: This is a farm-to-market road, school bus and mail route.

Note: This project is in Congressional District No. 4.

Salem
January 26, 1976

Robert H. Prange
Rural Engineer

FAS Program Request

Mr. D. E. Swan
Federal Aid Engineer
Project Management Section

County: Lane Section: Muddy Creek (Coburg North Road) Bridge
FAS 20-502 (formerly FAS 777)

Termini: Approximately 3.5 miles north of Coburg and is 3.59 miles north of junction with FAS 210.

Proposed Work: All phases of preliminary engineering charges, structure

Project Length: Approximately 80 feet

Cost	Total	Federal	State	County
P.E. (State)	$ 2,100	$ 1,638 (State)	$ 462	
Construction	110,000	85,800	12,100	$12,100

Existing Facilities: 74-foot structure having three 19-foot and one 17-foot pile trestle span with a 23-foot roadway. (structure #14258)

Adjacent Sections: East End: - 18-foot oil mat with shoulders of one- and 2-foot
West End: soil

Project Data: All state preliminary engineering costs

Construct a reinforced concrete bridge approximately 80 feet long with a 30-foot roadway, no sidewalks. County will maintain existing roads as detour, signing. Contractor is to stock pile guardrail, be responsible for signing, and remove and dispose of existing bridge.

Engineering by a consulting firm Oregon Bridge Engineering Corp.

Right-of-Way: 60 feet Access Control: None

Railroad Crossing: None

Minimum Design Standards: Minimum design standards or greater

System Action: Completed.

Route Data: Farm to market road and is a school bus and mail route

Public Hearing:

Environmental Assessment: 1/9/76

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☒ RPE ☐

Park and Recreation Area Affected: None in area

Relocation Assistance: No one moved

Social, Economic and Environmental Effects Considered: Yes

Location and Design Approved:

Clearinghouse Approved:

Council of Governments:

U.S. Army:

Approved by D.O.T.: 7/30/75

ADT: DHV:

1976--380	1976--50
1996--700	1996--80

HR:dp

Attachments.

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

FAS 20-502
Lane Co

FORM 81.734 3010

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

January 25, 1976

FILE: PRO 4-3

FROM: L. W. Kuhl
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Coburg Road North
(Muddy Creek Structure)
Lane County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

APPROVED
E S H
E. S. Hunter
Date 1-1-76

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 3 : A. Shirley, Jr.
District 5 : Wm. Anhorn

RECEIVED
JAN 7 '76
REFER TO

RECEIVED
COUNTY & CITY SECTION
JAN 1? 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Form DHWA 121 (Rev. 8-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 30, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon RS-436(-)
Coburg Road North (Muddy Creek Structure)
Lane County
Project Assessment

FROM: G. L. Green, Division Administrator

TO: Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's August 1 letter has been reviewed. We were somewhat concerned with the proposed construction of a concrete box culvert in lieu of a bridge due to the possible impact on migrating steelhead fish. In discussions with members of your staff (Regional and Environmental Section personnel) it is now our understanding that a bridge is to be constructed. With this understanding we concur that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, design and specific details for the project will be subject to future reviews at the appropriate stage of project development.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 3, Englemann)

MANAGEMENT SECTION
ACTION | INFO
JAN - 2 1976

RECEIVED
DEC 31 '75
REFER TO
FOR
Info | Inves | R/D | D/E | Supv | All | Info

RECEIVED
JAN 7 '76
REFER TO
FOR
Info | Inves | R/D | D/E | Supv | All

cy Schumacher
1.10

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date June 30, 1975

A. PROJECT IDENTIFICATION

Name of Project Coburg Road North (Muddy Creek Structure) RS-436(-)
(Section)

Location of Project Coburg Road North — FAS 20-777 County Road 1610
(Highway Name) (Highway No., US - ORE)

north of Coburg (City) | Lane (County) | 3 (Region)

Program FAS-C (Funding) | $110,000 (Estimated Cost) | (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: Replace an existing timber bridge of sub-standard bearing capacity. Improve alignment and intersection of Herman Road* with the Coburg Road North.

Origin and History: Coburg Road North designated as Minor Arterial in 1985 E-SATS. Interim Plan adopted by L-COG in 1970.

C. DESCRIPTION OF PROJECT

Length 0.05 miles

Termini Coburg Road North --150' north & south of intersection with Herman Road; Herman Road --150' west of existing intersection.

Alignment ☐ New ☐ Existing ☒ Combined Horizontal alignment as existing on Coburg Road North, horizontal alignment changed on Herman Road to right angle intersection. Vertical alignments of both roads as existing.

*Also known as Harman Creek Road.

COBURG 3 PROJECT
NON-MAJOR

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) To be constructed within existing right-of-way which is open land in grass and shrubs.

Typical Section Two lanes, with 4' shoulders; 30' overall.

Structures To be determined: probably a large box culvert to replace existing bridge.

Characteristics (ADT) Coburg Road North --613 vehicles. Herman Road --no ADT listed, but probably less than 150 vehicles.

Other General Information (or Supplemental information to items) Bad existing alignment of intersection of Herman Road with Coburg Road North.

Project Sketch Map is Attached: [X] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

No action alternative would result in maintaining a hazardous intersection with a sub-standard bearing capacity bridge. Local alternatives are the choices between an improved bridge or bridges and a long drainage structure extending under both roads near their intersection.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [X] Not Required [ ] Required [ ] Recommended

Type _____ Tentative Date(s) _____

A-95 Review: [ ] Not Required [X] Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) Topography is flat with gradual slope towards north-northwest. Essentially grasslands over fine textured alluvial clays. The land use is essentially grassland--pasture oriented and largely devoted to grazing. Muddy Creek intersects the project from the south-southeast and flows directly through the project. The stream is small, essentially unregulated and a part of the local water control district. Muddy Creek has a resident cutthroat trout population and may have some migrating steelhead at appropriate seasons, according to Wildlife and Fish Commissions fisheries biologist.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Farming uses predominate in this area. Primary noise source is vehicular traffic on Coburg Road North. Noise is not deemed a problem, however.

Only apparent utilities are power/telephone poles adjacent to R/W.

There is no major problem with air pollution caused by vehicular traffic.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

Work will be programmed to lie within the existing right-of-way and no additional right-of-way is required.

Consequences:

None

2. Estimated Changes in Traffic Patterns:

No changes on Coburg Road North. Herman Road will now intersect normal to Coburg Road North.

Consequences:

Increased visibility and elimination of confusing traffic pattern at the intersection of the two roads.

3. Estimated Changes in Land Use:

The project is not expected to have any influence on surrounding land use.

Consequences:

None

4. Expected Adverse Effects on Natural Ecological Resources: None

The project will have no significant effects on drainage or water pollution. However, some minor temporary effects during construction are anticipated. Also some minor disruption to aquatic habitat is expected.

Consequences:

Consequences are not anticipated to be significant; however, there may be a slight reduction in fish populations. Close coordination with the Wildlife and Fish Commission will be maintained so that proper mitigative measures can be taken.

5. Expected Adverse Effects on Cultural and Scenic Resources:

The proposed drainage structure will be below ground level and eliminate the rather small visual impact of a bridge.

Consequences:

None

6. Preliminary Identification of Areas of Critical Environmental Concern:

None

7. Potential for Controversial Issues:

None

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	X		
Urban Economist	X		
Water Quality Spec.	X		
Acoustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer	X		
Urban Planner	X		
Geologist	X		

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. PROJECT (ACTION PLAN) CLASSIFICATION:

[ ] Category 1 [ ] Category 2 [XX] Category 3 [ ] Category 4

J. TYPE OF ACTION

[ ] Major Action

[ ] Significant [ ] Non-Significant

[XX] Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED

[ ] Draft EIS

[ ] Final EIS

[ ] Supplemental Draft EIS

[ ] Supplemental Final EIS

[XX] Assessment Only

[ ] Section 4(f)

[ ] Negative Declaration

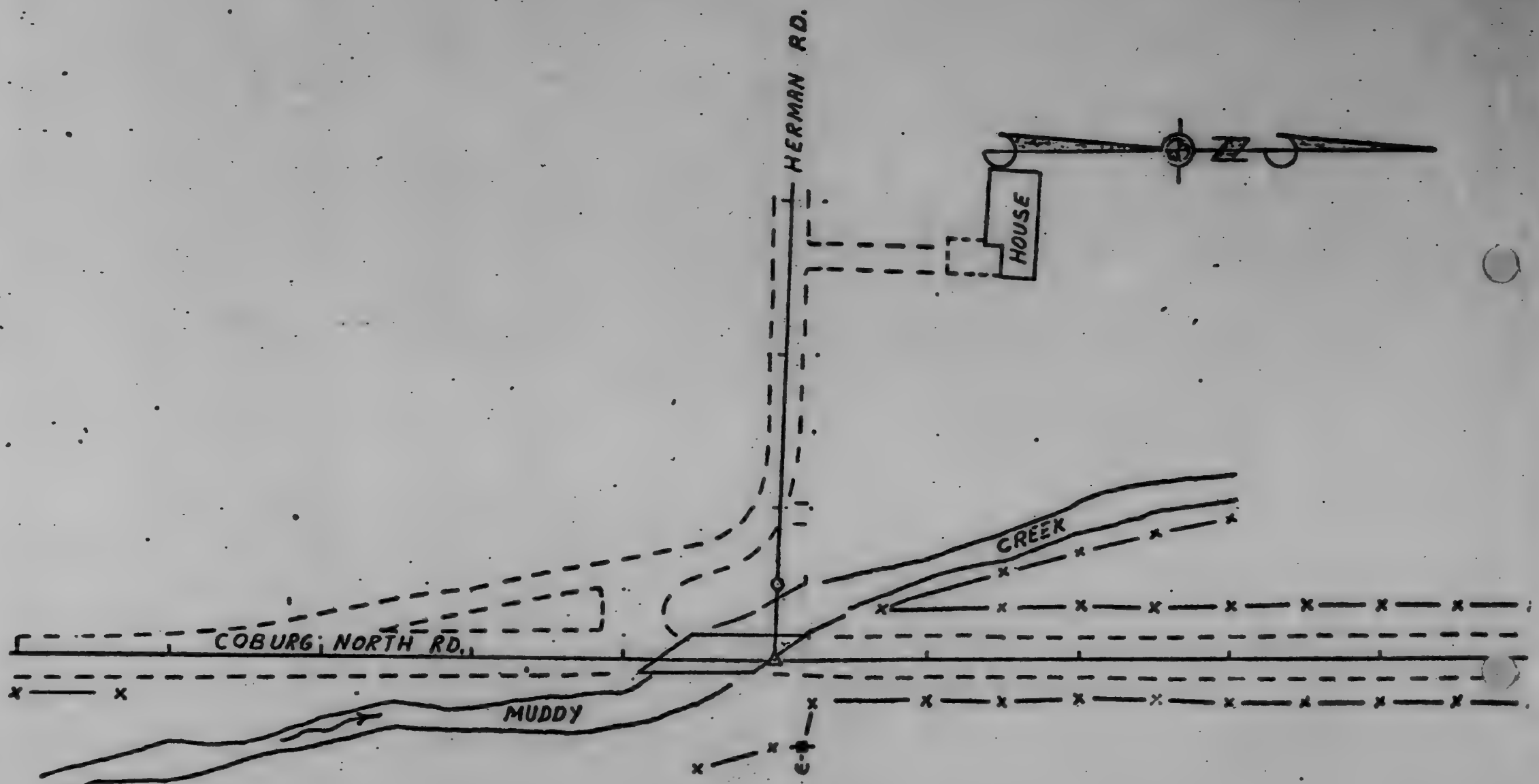
[ ] State-Wide Negative Declaration

[ ] Preliminary EIS

[ ] Other_____

LANE COUNTY, OREGON

SEC. 8, T. 16S., R. 3W., W.M.



SCALE: 1" = 100'

8617

Form FHWA 121 (Rev. 8-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 30, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon RS-436(-)
Coburg Road North (Muddy Creek Structure)
Lane County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's August 1 letter has been reviewed. We were somewhat concerned with the proposed construction of a concrete box culvert in lieu of a bridge due to the possible impact on migrating steelhead fish. In discussions with members of your staff (Regional and Environmental Section personnel) it is now our understanding that a bridge is to be constructed. With this understanding we concur that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, design and specific details for the project will be subject to future reviews at the appropriate stage of project development.

William H. Kappus
for G. L. Green

cc;
OSHD (Potter)
OSHD (Laux)
OSHD (Region 3, Englemann)

RECEIVED
DEC 31 '75
REFER TO

RECEIVED
JAN 2 1976
Office of
Assistant State Highway Engineer

8617 ○ Region III - Roseburg ○

FAS 20-777 Lane Co
Formerly 777

MONTHLY PRELIMINARY ENGINEERING REPORT

LOCAL AGENCY Lane County DATE November 26, 1975

PROJECT NAME Coburg Road North (Muddy Creek Structure)

PROJECT NUMBER FAS 20-777 | PROJECT CATEGORY 3 / TYPE FEDERAL FUNDING FAS-C

STATUS OF PROJECT: DATE FHWA APPROVED PE PHASE

WORK BEING PERFORMED BY

[X] CONSULTANT (Name) Oregon Bridge Engineering Co. [ ] OWN FORCES

(If no, give anticipated date of completion)

CORRIDOR HEARING REQUIRED YES [ ] NO [X]

(If yes, give anticipated date)

DATE CORRIDOR APPROVAL RECEIVED FROM FHWA

DATE LOCATION FIELD SURVEY BEGAN

ESTIMATED DATE OF COMPLETION

DESIGN (OR JOINT CORRIDOR-DESIGN) HEARING REQUIRED YES [ ] NO [X]

(If yes, give estimated date of hearing)

DATE PRELIMINARY DESIGN BEGAN July 21, 1975

(Estimated date of completion)

DATE DESIGN APPROVAL RECEIVED FROM FHWA

DATE PRELIMINARY PLANS & SPECIFICATIONS TO HIGHWAY DIVISION FOR FINAL DESIGN

RECEIVED
COUNTY & CITY SECTION
DEC 9 1975
ENGR. COORD. UE AE
HPE CE RE RPE

REFERRED TO
W.L.S.
By Location Engineer
HIP
cc

REMARKS Preliminary drawings showing the layout and general features of the proposed bridge have been completed and are ready for County review.

After review by the County and State, will be ready to proceed with final design.

11/21/75

8617

Form E-30 (Rev. 8-71)

fas 20-502
Lane Co

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Muddy Creek Bridge

Date November 25, 19 75

Highway Coburg North Road (County) FAS 20-502

Authorization No. 1

County Lane

Survey Prefix 520-1990
(Assigned by Salem office)

Description of termini, route, length, etc.:

The Coburg Road north crossing of Muddy Creek.

RECEIVED
COUNTY & CITY SECTION
MAR 8 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

Purpose of survey:

To monitor and review plans, specifications and estimates for construction of a bridge over Muddy Creek. The plans, specifications and estimates will be prepared by a consulting engineering firm.

Estimate of cost:

Field	901	500
Plans	905	200
Bridge	906	500
Hydraulics	918	500
Prog. Mgt	920	100
Specifications	921	200
Environmental	923	100

RS-436(2)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 2,100

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

Requests made by:

..... Field Engineer

Recommended for Approval:

..... Regional Engineer

Recommended for Approval:

Victor D. Wolfe
..... Location Engineer

Approved:

E J Thurston
..... Assistant State Highway Engineer

SP*23604-734

OFFICE ENGINEERING SECTION
F. E. APPR. 2-26-76
FED. AID FAS-C STATE

8617

Rulien

FAS-20-502
Lane Co

FORM 81-734-3030

FILE: PRO 6

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon
November 21, 1975

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: MEMO TO FILE

SUBJECT: Status Report on Lane County
FAS-C Bridge Replacement Project
Little Muddy Creek on Coburg
North Road

FAS-20-502
(formerly 777)

On November 21, 1975, Bob Prange of the City-County Unit of Project Management was contacted to determine the status of the subject project.

He advised that the consultant-county agreement had been approved by E. S. Hunter, Deputy State Highway Engineer, and would be forwarded to FHWA for concurrence.

...That the environmental assessment was in the hands of FHWA.

...That the county was not going to ask for federal participation for preliminary engineering (Page 6 of consultant agreement).

...That our involvement in PE had not been programmed by the Project Management Section.

...That an Authority for Survey was lacking in defining our involvement in PE. No requirement for PE advance deposit will be required (due to our AOC Agreement to provide PE at no cost to county).

GLC/dt

cc: L. W. Rulien
John Grassman - Please prepare Authority for Survey.

RECEIVED
COUNTY & CITY SECTION
NOV 25 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

PROJECT MANAGEMENT
ROUTING | ACTION | INFO
P.M. ENGINEER
PROJ. DEV. ENGR.
OFFICE ENGR.
COUNTY-CITY
FEDERAL AID
INVENTORY-NEEDS
R/W CONTROL
PROG. SCHEDULE
NOV 21 1975

8617

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 17, 1975

FILE:

FROM: L. W. Rutten
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer
B U I L D I N G

SUBJECT: Consultant Agreement
Muddy Creek Bridge
Coburg Road, N., FAS 777
Lane County

Attached for your approval is the subject consultant agreement which has been reviewed by Project Management and Bridge Design Sections, and has been found to be proper as to form and reasonable as to engineering fees and estimates.

If you approve, please sign on page 13 of the agreement and on page 2 of the certification, and return it for programming action.

RHP:scr

Attachment

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
SEP 18 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

APPROVED By HUNTER
9-18-75

To Cliff Laux
2-6-76

Revised Sheet 6
To Glen Gray 3-17-76

{ To Region (2 Copies)
To D. Jones - 1 Copy

12/15/76

PROJECT MANAGEMENT SECTION

ROUTING	ACTION	INFO
ENGINEER		
ASST. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY		
FEDERAL AID		
INVENTORY-NEEDS		
ACCESS CONTROL		
SCHEDULE		

SEP 19 1975

AGREEMENT

THIS AGREEMENT, made and entered into by and between LANE COUNTY, by and through its County Board of Commissioners, hereinafter called "County", and the firm of Oregon Bridge Engineering Company, Consulting Engineers, an Oregon corporation, located at 223-M North "A" Street, Springfield, Oregon 97477, acting by and through its company officers, hereinafter called "Consultants"; and dated May 1, 1975.

W I T N E S S E T H

RECITALS:

WHEREAS, the County proposes to construct the Coburg Road North bridge over Muddy Creek at a point where the bridge will be part of a Federal Aid Secondary Highway project, and

WHEREAS, it is the purpose of the County to retain the services of the Consultants to perform the preliminary engineering required to completely design, prepare construction plans, specifications and cost estimates for said project, and

WHEREAS, it is also the purpose of the County to retain the services of the Consultants to perform the construction engineering required to complete the construction of the project, and

WHEREAS, the County has authority under the laws of the State of Oregon to enter into this Agreement and assume the obligations as herein set forth, and

WHEREAS, the Consultants represent that they are Registered Engineers in Oregon, or have become qualified in Oregon to perform the engineering services required prior to the signing of this Agreement; will have properly trained and experienced personnel available to perform the services within the prescribed time limit; and have signified their willingness to furnish the engineering services for the County.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each as hereinafter set forth, said parties hereto do hereby agree as follows:

1. DESCRIPTION OF WORK TO BE ACCOMPLISHED

A. WORK TO BE DONE BY CONSULTANT

The Consultants agree to perform the services as hereinafter described, furnishing all personnel, materials, supplies, equipment and other incidentals necessary or convenient to the successful completion of the work in accordance with the standards, procedures and regulations of the Oregon State Highway Division and the U.S. Department of Transportation, Federal Highway Administration, established to carry out certain provisions of the Federal Aid Highway Act.

1. Design of Structure. This item shall consist of the comprehensive design of the structure for the project, including all detailing, except shop details, and the determination of all plan quantities. Said structure shall be designed in accordance with current A.A.S.H.O. Specifications for Highway Bridges, using an HS-20 design loading.

At the appropriate time the Consultants shall transmit the following items to the County and the Oregon State Highway Division for review and approval:

a. Bridge Vicinity map showing proposed structure location and general features.

b. General structure layouts prior to detailed design of the structure.

c. The completed design plans and foundation data.

2. Materials and Subsurface Investigations for Structure. All investigations shall be conducted in accordance with the procedures and practices of the Oregon State Highway Division. Consultant shall be responsible for all foundation investigation and evaluation,

3. The Consultant shall prepare a vicinity map showing topography and all utilities, establish horizontal alignment and establish vertical controls.

4. Plans, Specifications and Estimates for Structure. Complete construction plans shall be prepared to the scale and in such detail to comply with the standard procedures of the Oregon State Highway Division.

The plans shall be developed to meet the requirements of the Oregon State Highway Division's Standard Specifications for Highway Construction, supplemental specifications and required Special Provisions currently in use for the required work.

The Consultants shall write all needed special provisions for the work.

The Consultants shall prepare a complete, comprehensive and accurate Summary of Quantities and Estimate of Costs to be submitted with the final plans.

The Consultants shall prepare environmental impact statement if required.

It is the intent of the County that the Consultant's final plans, special provisions, Summary of Quantities and Estimate of Costs be in a condition ready for the normal advertising of a construction contract in accordance with Oregon law and procedure, except for those services to be performed prior to the advertising by the Oregon State Highway Division, as designated elsewhere in this Agreement.

5. Plans, Drawings and Documents to be Furnished by the Consultant. Upon completion of the work specified herein, all material and documents, including but not limited necessarily to the following data, acquired or produced by the Consultants in conjunction with the preparation of the plans, shall be delivered to and become the property of, without the restriction or limitation of their furture use, the State.

   a. Field notes of all surveys (if requested by the State).
   b. Field notes for all survey references ties.
   c. Field notes for all required investigations (if requested by the State).
   d. Original drawings and tracings of profile sheets and structure plans.
   e. Construction cost estimate.
   g. Special provisions.

6. Construction Engineering and Inspection by Consultant. Upon the award of a construction contract by the County or the Oregon State Highway Division, the Consultants shall provide adequate and qualified engineering personnel to perform field and construction engineering as follows:

a. Furnish all lines and grades.
b. Check and approve all shop drawings and rebar details.
c. Provide all onsite construction inspection and offsite construction inspection for prestress elements necessary for construction of the structure.
d. Obtain, prepare and forward to the State Materials Testing Laboratory for testing such material samples as are required from the jobsite and offsite at the precast beam casting yard.
e. Prepare weekly construction reports and monthly estimates.
f. Prepare necessary change orders and price agreements.
g. Conduct final inspection.
h. Prepare final reports and "As Constructed" drawings.

B. WORK TO BE DONE BY OTHERS.

1. County. County shall obtain all rights-of-way and cause to be moved all utilities as may be necessary. County shall conduct the corridor hearings, if required, which will include preliminary design sketches of structure and approaches by Consultants. County will furnish ADT Survey data.

2. State.

a. Preliminary engineering work to be done by the Oregon State Highway Division shall include, but not necessarily be limited to,the following:

Materials sampling, testing and analysis as required;
Review and approval of location studies, and preliminary plans;
Review and approval of Consultants' plans, estimates and special provisions;
Prepare title sheet, furnish standard drawings, print and assemble plans, special provisions and contract, if contract is awarded by State;

b. Construction engineering work to be done by the Oregon State Highway Division shall include, but not necessarily be limited to, the following:

Materials sampling, testing and analysis, if required;
Inspection of fabrication of miscellaneous metal, if required;

c. Following award of a contract the Oregon State Highway Division shall provide a State employed engineer to be in responsible charge and direct control of the project at all times and to make such frequent inspections of the project as required to ascertain that all portions of the work are in substantial conformance to the plans and specifications.

C. INSPECTION OF WORK IN PROGRESS.

It will be the responsibility of the Consultants to arrange for at least two scheduled conferences with authorized representatives of the County, Oregon State Highway Division and the Consultants. The two conferences will consist of the following:

1. Preliminary design conference.
2. Final design conference.

It is mutually agreed that all portions of the work covered by this Agreement shall be subject to review and inspections by duly authorized representatives of the County, the Oregon State Highway Division and the Federal Highway Administration at such time or times as deemed appropriate.

It is further agreed mutually that any duly authorized representatives of the County, the Oregon State Highway Division and the Federal Highway Administration may request and obtain conferences, visits to the site and inspection of the work at any reasonable time.

D. MONTHLY DESIGN PROGRESS REPORT.

The Consultants shall submit to the County, with a copy to the Oregon State Highway Division, a monthly design progress report of work done on the project.

E. APPROVALS.

When the final plans and supporting data are completed and delivered to the County, they shall be reviewed by the County and the Oregon State Highway Division for conformance with those standards and procedures which have been adopted by the Oregon State Highway Division.

Approval of the plans for conformance to the adopted standards and procedures does not absolve the Consultants for inaccuracy of their field work, investigations, design and other data required for the preparation of these plans.

II. TIME.

It is agreed that the Consultant shall start performance under this contract not later than 20 calendar days after notification in writing by the County to proceed, and will have completed the services heretofore described up to the point of submitting preliminary plans to the Oregon State Highway Division within 120 calendar days thereafter. If, in the opinion of the County, and extension of time is warranted due to major changes required by the County or due to weather conditions or other factors beyond the control of the Consultants, the County shall determine the amount of such extensions in time and grant such extensions in writing.

III. PAYMENT.

A. PRELIMINARY AND DESIGN ENGINEERING FEE.

In consideration of the terms and obligations of this Agreement, the County agrees to pay Consultants as full compensation for the services herein described, based on the basis of their Annual Engineering Agreement.

B. CONSTRUCTION ENGINEERING FEE.

The County also agrees to pay to the Consultant as full compensation for the construction engineering services herein described, based on the Consultants' actual cost plus a fixed amount of $1,200., for profit as shown in Exhibit C, a total amount not to exceed $9,650.

Partial payments may be made monthly, based on approved invoices plus a percentage of the fixed fee directly related to the percentage of construction work completed.

C. No retained percentages will be withheld from the Consultants' bills.

D. RETENTION OF RECORDS AND DOCUMENTS.

The Consultants agree to maintain all books, documents, papers, accounting records and other evidence pertaining to cost incurred and to make such materials available at their respective offices at all reasonable times during the contract period and for three years from the date of final payment under the contract, for inspection by the State, Federal Highway Administration or any authorized representatives of the Federal Government, and copies thereof shall be furnished if requested.

IV. MISCELLANEOUS PROVISIONS.

A. COVENANT AGAINST CONTINGENT FEES.

The Consultants warrant that they have not employed or retained any company or person, other than a bona fide employee working solely for the Consultants, to solicit or secure this contract, and that they have not paid or agreed to pay any company or person, other than a bona fide employee working solely for the Consultants, any fee, commission, percentage, brokerage fee, gifts or any other consideration contingent upon or resulting from the award or making of this contract. For breach or violation of this warranty, the County shall have the right to annul this contact without liability.

B. PROHIBITION AGAINST HIRING PERSONNEL.

The Consultants shall not engage on a full or part-time basis during the period of this contract any professional or technical personnel who are or have been at any time during the period of the contract in the employ of the Federal Highway Administration of the highway organization of any state, county or city, except regularly retired employees, without the written consent of the public employer of such person.

C. DESIGN STANDARDS

The design standards and procedures for this project shall be governed by the Oregon State Highway Division "Secondary Road Plan."

D. PROJECT DEVELOPMENT, METHODS AND FORMS.

The Consultants shall use the Oregon State Highway Division's procedures, standards and related specifications and forms as a guide in the development and prosecution of the project.

E. CHANGES IN WORK.

In the event the County decreases or increases the amount of work specified under this Agreement or in the event it becomes necessary to change any of the work that has been approved and/or accepted by the County, this Agreement shall be amended or supplemented as to time for completion and compensation in such a manner as to be mutually acceptable to the parties hereto, and shall have the approval of the State Highway Division and the Federal Highway Administration.

If any amendment or supplement is made to this Agreement covering changes not within the scope of the services to be supplied herein and such changes are to be paid for in part with Federal Aid Highway funds in the costs resulting therefrom, said amendment or supplement shall have the prior approval of the State Highway Division and the Federal Highway Administration in writing, before proceeding with the changes specified therein.

F. TERMINATION.

The County reserves the right to terminate this Agreement at any time upon written notice in the event of any of the following contingencies.

1. At the termination of any phase of the Agreement.
2. If the project is abondoned or indefinitely postponed.
3. If the Consultants' services are, in the judgment of the County, unsatisfactory.
4. If the Consultants fail to prosecute the work with due diligence or fail to complete the work within the time limits specified herein or as subsequently extended.

In the event the County terminated this Agreement, the County shall be obligated to pay the Consultants an amount equal in value to that of the services satisfactorily performed until the time of the termination and will acquire ownership of the work completed at termination date. If the parties hereto are unable to agree upon the value of the completed work, the controversy shall be settled as set forth in the following Subsection G - "Disputes."

G. DISPUTES.

Should any dispute regarding this Agreement arise between the parties hereto, the matter shall be referred to the State Highway Engineer or his duly authorized representative(s) whose decision regarding the controversy shall be final.

H. CERTIFICATION.

1. The County and the Consultants represent and hereby certify that the Consultants and their representatives have not been required, directly or indirectly, as an express or implied condition in connection with obtaining or carrying out this contract, to:

   a. Employ or retain, or agree to employ or retain, any firm or person, or

   b. Pay, or agree to pay, to any firm, person or organization any fee, contribution, donation or consideration of any kind.

The parties make this representation and certification as a part of this Agreement for the purpose of assuring the State of Oregon, acting by and through its State Highway Engineer, of compliance with Federal and State law in this respect so that the State Highway Engineer may further certify to the conditions hereinabove set forth to the United States Department of Transportation, Federal Highway Administration.

The parties to this Agreement understand that such representations and certifications are subject to all applicable State and Federal laws, rules and regulations, both civil and criminal.

I. CIVIL RIGHTS ACT.

During the performance of this contract, the Consultants for itself, its assignees and successors in interest (hereinafter referred to as the "Consultants") agree as follows:

1. Compliance with Regulations. The Consultants shall comply with the regulations relative to nondiscrimination in Federally-assisted programs of the Department of Transportation, Title 49, Code of Federal

Regulations, Part 21, as they may be amended from time to time (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

2. Nondiscrimination. The Consultants, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Consultants shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

3. Solicitations for Subcontracts, Including Procurements of Materials and Equipment. In all solicitations either by competitive bidding or negotiation made by the Consultants for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the Consultants of the Consultants' obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color or national origin.

4. Information and Reports. The Consultants shall provide all information and reports required by the Regulations, or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the State Highway Division or the Federal Highway Administration to be pertinent to ascertain compliance with such Regulations or directives. Where any information required of the Consultants is in the exclusive possession of another who fails or refuses to furnish this information, the Consultants shall so certify to the State Highway Division, or the Federal Highway Administration as appropriate, and shall set forth what efforts it has made to obtain the information.

5. Sanctions for Noncompliance. In the event of the Consultants' noncompliance with the nondiscrimination provisions of this contract, the State Highway Division

shall impose such contract sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:

a. Withholding of payments to the Consultants under the contract until the Consultants comply, and/or

b. Cancellation, termination or suspension of this contract, in whole or in part.

6. Incorporation of Provisions. The Consultants shall include the provisions of Paragraphs (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The Consultants shall take such action with respect to any subcontract or procurement as the State Highway Division or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for non-compliance: Provided, however, that in the event the Consultants become involved in, or are threatened with, litigation with a subcontractor or supplier as a result of such direction, the Consultants may request the State Highway Division to enter into such litigation to protect the interests of the State and, in addition, the Consultants may request the United States to enter into such litigation to protect the interests of the United States.

J. CONFLICTS OF INTEREST.

The following sections of the Regulations for the Administration of Federal Aid for Highways, effective May 11, 1960, is geven below for the information of all concerned.

No official or employee of a State or any other governmental instrumentality who is authorized in his official capacity to negotiate, make, accept or approve, or to take part in negotiating, making, accepting or approving any contract or subcontract in connection with a project shall have, directly or indirectly, any financial or other presonal interest in any such contract or subcontract. No engineer, attorney, appraiser, inspector or other person performing services for a State or a governmental instrumentality in connection with a project shall have, directly or indirectly, a financial or other per-

sonal interest, other than his employment or retention by a State or other governmental instrumentality, in any contract or subcontract in connection with such project. No officer or employee of such person retained by a State or other governmental instrumentality shall have, directly or indirectly, any financial or other personal interest in any real property acquired for a project unless such interest is openly disclosed upon the public records of the State Highway Division and of such other governmental instrumentality, and such officer, employee or other person has not participated in such acquistion for and in behalf of the State. It shall be the responsibility of the State to enforce the requirements of this section.

K. SUBLETTING.

The services to be performed under this Agreement shall not be assigned, sublet or transferred without the written approval of the County and Oregon State Highway Division.

L. PERMITS AND LICENSES.

The Consultants shall procure all permits and licenses, pay all charges, fees and taxes, and give all notices necessary and incidental to the due and lawful prosecution of their engineering work.

M. PATENTS.

The Consultants shall hold and save harmless the County and its agents from any and all claims for infringement by reason of the use of any patented design, device, material process, any trademark or copyright.

N. EXHIBITS.

There are attached hereto and made a part of this Agreement the following exhibits:

Exhibit "A": Executed Certification of Consultant.

Exhibit "B": Requirement for Contract Drawings.

Exhibit "C": Construction Engineering Costs and Supporting Data.

Exhibit "E": Standard Public Contract Provisions.

IN WITNESS WHEREOF, the parties hereto have set their hands and seals the day and year in this contract first above written.

APPROVED AS TO FORM
DATE 6/3/75 lane county
OFFICE OF LEGAL COUNSEL

ATTEST:

LANE COUNTY, OREGON

By _____
Robert J. Elfers
Chief Administrator

SEAL:

APPROVAL:

OREGON BRIDGE ENGINEERING COMPANY,
Consulting Engineers.

_____
Oregon State Highway Division

By _____
General Manager

State Contract No. _____
Federal Aid Project _____
State _____

EXHIBIT "A"

CERTIFICATION OF CONSULTANT

I hereby certify that I am the General Manager and duly authorized representative of the firm of Oregon Bridge Engineering Company, whose address is 223-M North "A" Street, Springfield, Oregon, 97477, and that neither I nor the above firm I here represent has:

(a) Employed or retained for a commission, percentage, brokerage, contingent fee or other consideration, any firm or person (other than a bona fide employee working solely for me or the above Consultant), to solicit or secure this contract;

(b) Agreed, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out the contract; or

(c) Paid, or agreed to pay, to any firm, organization or person other than a bona fide employee working solely for me or the above Consultant), any fee, contribution, donation or consideration of any kind for, or in connection with, procuring or carrying out the contract;

except as here expressly stated (if any):

I acknowledge that this certificate is to be furnished to the State Highway Division and the Federal Highway Administration, Department of Transportation, in connection with this contract involving participation of Federal Aid highway funds, and is subject to applicable State and Federal laws, both criminal.

4-29-75
Date

W. A. Schmatz
Signature

CERTIFICATION OF STATE HIGHWAY DIVISION

I hereby certify that I am the Deputy State Hwy. Engr. of the Highway Division of the State of Oregon, and that the above consulting firm or its representative has not been required directly or indirectly, as an express or implied condition in connection with obtaining or carrying out this contract, to:

(a) Employ or retain, or agree to employ or retain, any firm or person; or

(b) Pay, or agree to pay, to any firm, person or organization, any fee, contribution, donation or consideration of any kind;

except as here expressly stated (if any):

I acknowledge that this certificate is to be furnished to the Federal Highway Administration, Department of Transportation, in connection with this contract involving participation of Federal Aid highway funds, and is subject to applicable State and Federal laws, both criminal and civil.

9-19-75
DATE

E S Hunter
SIGNATURE

REQUIREMENT FOR CONTRACT DRAWINGS

Drawings for structures shall contain all the information necessary for the layout and construction of the structure and such additional information as may be necessary to a contractor. A general outline of what information is required and how it should be arranged is presented.

I. INFORMATION REQUIRED.

A. General Information.

1. Plan - A complete plan showing the dimensions of the structure, the horizontal alignment and bearings, the location of the bents, skew angles, the general length of structure and the type or types of construction.

2. Elevation - An overall elevation showing the general appearance, grade and type of structure to be built. The type of footings and the type and size of piling, if used, should be indicated.

3. Grades - A grade line diagram showing the vertical alignment of the structure. The location of the grade line relative to the horizontal alignment control should be clearly indicated. A diagram showing the method used to calculate superelevation runoff must also be included if this situation is encountered on the structure.

4. Location - Sufficient information should be given to enable the structure to be located on the ground by prospective bidders.

5. Drainage - Location of drains and disposition of drainage water should be indicated.

6. North Arrow - A North arrow should be shown to orient the plan view of the structure. A separate North arrow should be shown to orient the vicinity map, even if the directions are the same.

7. Utilities - All utilities located within the limits of the construction of the structure should be shown. Water lines, sewer lines, gas lines, power lines, telephone and telegraph lines are commonly encoun-

tered and should be indicated both in their existing and proposed locations. Railroad tracks and existing streets, highways and private roads should be shown. In all cases where the location of utilities is critical, they should be tied down by dimensions and in all cases where utilities are to be moved, the responsibility for this work should be indicated.

8. Existing Structures - Existing bridges or other structures which will be in place during the construction of a structure should be shown and, if necessary, tied down by dimension. Existing structures to be moved or relocated should be so noted and the responsibility for this work should be indicated. Structures which are to be removed or used in the performance of the contract should be shown or described thoroughly.

9. Clearances - Horizontal and vertical clearances to railroad tracks, streets, private roads and highways should be shown.

10. Detours - Location and type of detour structures should be shown, as well as any information necessary to determine the responsibility for the construction and removal of these detours.

11. Foundation Data - The location of the test holes should be shown. Instructions to bidders indicating where detailed information may be obtained and bore logs reviewed should be included on the plans.

12. Footing Plan - A plan view of the footings and pile caps showing the location, skew angles, etc., sufficient to locate the centers of the footings, should be shown. Piling should not be shown.

13. General Notes - General notes describing the design loadings, materials and general procedures should be included for each structure.

PRELIMINARY ENGINEERING COSTS

SALARY COST is defined as the cost of salaries (including sick leave, vacation and holiday pay applicable thereto) of engineers, draftsmen, stenographers, surveyment, etc., for time directly chargeable to the project, plus unemployment, excise and payroll taxes, and contributions for social security, employment compensation insurance, retirement benefits and medical insurance benefits. These salary costs approximate 31 percent of base salary.

OREGON BRIDGE ENGINEERING COMPANY

OVERHEAD COSTS

Fiscal Year Ending - May 31, 1974

DESCRIPTION	AMOUNT	PERCENT
Administrative and Office Salaries and Payroll Taxes	$ 70,406	34.30
Equipment Lease and Rental	630	.31
Office and Engineering Supplies and Expense	9,126	4.44
Office Rent	6,300	3.07
Telephone	2,944	1.43
Travel, Entertainment and Promotion	4,764	2.32
Utilities	571	.28
Taxes and Licenses	543	.26
Auto Expense	160	.08
Employee Insurance	7,313	3.56
Professional Services	782	.38
Dues and Subscriptions	1,430	.70
General Insurance	10,057	4.90
Depreciation	10,723	5.22
Contributions to Profit Sharing and Pension Trust	38,422	18.75
Interest Expense	440	.21
Miscellaneous Expense	2,977	1.45
Transportation, Repairs and Maintenance	8,641	4.20
	$176,229	85.86

Percent of total annual direct project salary costs in the amount of $205,253.

METHOD OF ARRIVING AT CHARGEABLE RATES

EFFECTIVE AS OF JANUARY 1, 1975

	Chief Design Engr.	Chief Const. Engr.	Design Engr.	Proj. Engr.	Jr. Design Engr.	Jr. Field Engr.
HOURLY SALARY: (Based on monthly salary divided by 173 working hours per month.	11.25	10.67	9.17	7.64	5.19	5.48
PAYROLL TAXES - 9.68 Maximum	1.09	1.03	.89	.74	.40	.53
VACATIONS, HOLIDAYS, SICK LEAVE	1.51	1.23	1.23	1.02	.88	.73
PENSION PLAN - 4%	.45	.43	.37	.30	.21	.22
HOSPITALIZATION & INSURANCE	.55	.52	.41	.16	.30	.30
Actual Chargeable Rates	14.85	13.88	12.07	9.86	6.98	7.26
Rates Used	14.85	13.90	12.05	9.85	7.00	7.25

Rates change semi-annually
in January and July.

CONSTRUCTION ENGINEERING

SALARY COST ESTIMATE - FIELD CONSTRUCTION ENGINEERING

Project Engineer	7 weeks	@	$ 80/day±	$2,800
Assistant Engineer	1 week	@	50/day±	300
Supervisory Engineer	1 week	@	110/day±	550
Survey	3 days	@	25/hr.±	600
				$4,250
Overhead Allowance 85.86%				3,650
				$7,900
Miscellaneous Job Supplies and Expenses				200
Vehicle Expense	50 days	@	7/day±	350
Fixed Fee - Lump Sum				1,200
			ESTIMATED TOTAL	$9,650

ESTIMATED CONSTRUCTION COST $110,000

Engineering = 8.8%

EXHIBIT "E"

STANDARD PUBLIC CONTRACT PROVISIONS

A. CONTRACTOR shall pay promptly, as due, all persons supplying labor or material for the prosectuion of the work provided for in the contract, and shall be responsible for such payment of all persons supplying such labor or material to any subcontractor.

B. CONTRACTOR shall promptly pay all contributions or amounts due the State Industrial Accident Fund from CONTRACTOR or any subcontractor incurred in the performance of the contract, and shall be responsible that all sums due the State Unemployment Compensation Fund from CONTRACTOR or any subcontractor in connection with the performance of the contract shall promptly be paid.

C. CONTRACTOR shall not permit any lien or claim to be filed or prosecuted against COUNTY on account of any labor or material furnished, and agrees to assume responsibility for satisfaction of any such lien so filed or prosecuted.

D. CONTRACTOR and any subcontractor shall pay to the Department of revenue all sums withheld from employees pursuant to ORS 316.167.

E. If CONTRACTOR fails, neglects or refuses to make prompt payment of any claim for labor or material furnished to the CONTRACTOR or a subcontractor by any person in connection with the contract as such claim becomes due, the COUNTY may pay such claim to the person furnishing the labor or material and charge the amount of payment against funds due or to become due CONTRACTOR by reason of the contract. The payment of a claim in the manner authorized hereby shall not relieve the CONTRACTOR or his surety from his or its obligation with respect to any unpaid claim. If the COUNTY is unable to determine the validity of any claim for labor or material furnished, the COUNTY may withhold from any current payment due CONTRACTOR an amount equal to said claim until its validity is determined and the claim, if valid, is paid either by the CONTRACTOR or by the COUNTY.

F. CONTRACTOR shall promptly, as due, make payment to any person, co-partnership, association, or corporation, furnishing medical, surgical and hospital care or other needed care and attention, incident to sickness or injury, to the employees

of such CONTRACTOR, of all sums which CONTRACTOR agrees to pay for such services and all monies and sums which the CONTRACTOR collected or deducted from the wages of his employees pursuant to any law, contract or agreement for the purpose of providing or paying for such service.

G. CONTRACTOR shall employ no person for more than eight hours in any one day, or 40 hours in any one week, except in cases of necessity, emergency, or where the public policy absolutely requires it, and in such cases CONTRACTOR shall pay the laborer at least time and a half pay for all overtime in excess of eight hours a day and for work performed on Saturday and on any legal holidays specified in ORS 187.010, except Veterans' Day. However, when specifically agreed to under a written labor-management negotiated labor agreement, a laborer may be paid at least time and a half pay for work performed on Veterans' Day or on any legal holiday specified in ORS 187.020.

H. The contract may be cancelled at the election of COUNTY for any willful failure or refusal on the part of CONTRACTOR to faithfully perform the contract according to its terms.

fas-c
'75 programs
Ly.L-30-502

Robert W. Straub

July 30, 1975

Lane County
Board of Commissioners
Courthouse
Eugene, Oregon 97401

Attention Mr. Al Driver
Director of Transportation

RE: Muddy Creek (Coburg Road North) Bridge Section
FAS 20-502
Lane County

Gentlemen:

This is to inform you that your subject project was approved by the Transportation Commission on July 30, 1975.

Very truly yours,

Robert H. Prange
Rural Engineer
County-City Unit

HR:geh

Bc: Alfred Shirley, Jr., Region 3
L. W. Rulien
Victor D. Wolfe
J. H. Versteeg
C. T. Keasey
W. J. Hart
F. W. Yarbrough
J. E. Childsey
C. G. Swanson
B. L. Gifford
R. R. Spivey

☑ ENGR. ☐ ASST. ☑ OE ☒ AE ■ UE
☑ UPE ☑ CE ☒ RE ☑ RPE ☐

PROPOSED COUNTY FAS PROJECTS
FISCAL YEARS 1975 AND 1976

County	FAS No.	Section and Description	Programmed Amount	State's Share
Lane	20-502 (formerly 777)	Muddy Creek (Coburg North Road) Bridge Structure	$110,000	$12,000 (rounded)
Washington	629	Burlington Northern Railroad Crossing (Glencoe Road-North Plains) Section Automatic Railroad Signals "G" Project--100% Federal Funds	120,000	--
		TOTAL	$230,000	$12,000

CANCELLATION OF
PREVIOUSLY APPROVED PROJECTS

County	FAS No.	Section and Description	Amount
Washington	566	Sunset Highway-S. W. 87th Place Section Barnes Road Grade, Base, Pave and Curb	$188,000 (rounded)
Washington	944	S. W. Hunziker St.-Lower Boones Ferry Rd. 72nd Avenue Structure, Grade, Base and Pave	650,000
		TOTAL	$838,000 (rounded)

75-f
7/18/75

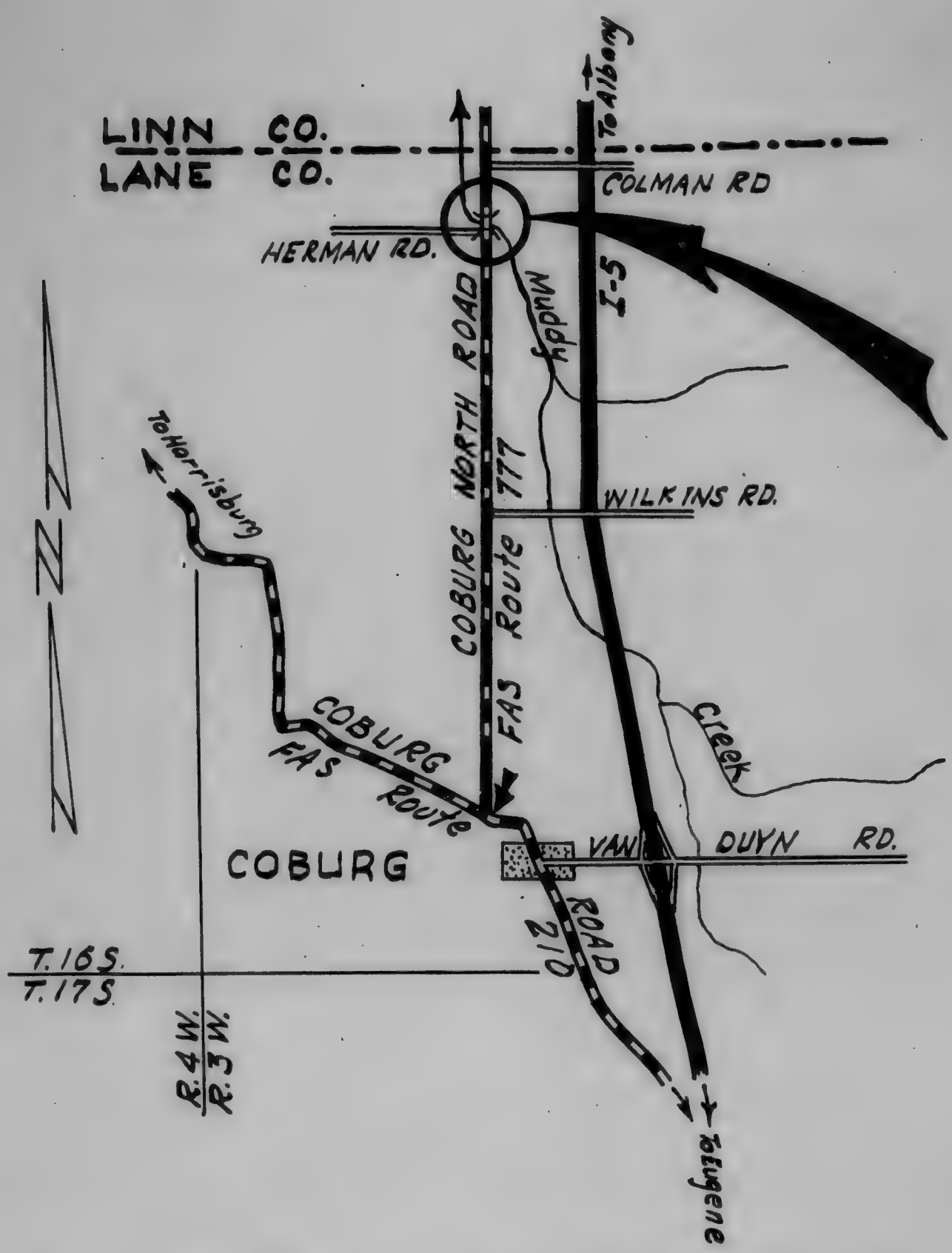
LANE COUNTY
Proposed FAS Project

FAS No. 20-502
Muddy Creek (Coburg North Road) Bridge
Structure
$110,000

Construct a reinforced concrete bridge 34 feet in width for two 11-foot travel lanes and 6-foot shoulders. Engineering is to be done by a consultant. County will construct the approaches and connections to the bridge. Contractor is to remove and dispose of existing bridge. No additional right-of-way is involved.

OTC approved
7-30-75

75-f
7/18/75



MUDDY CR. (COBURG NORTH RD.) BR. SECT.

FAS ROUTE 777 LANE COUNTY

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 22, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FINAL SIGNED BY
E. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

AGENDA
JUL 3 0 1975
4f

SUBJECT **Proposed FAS-C Projects and Cancellations**

Attached are tabulations and maps describing and locating two proposed secondary projects, one in Lane County and the other in Washington County. Also attached are requests for the cancellation of two projects in Washington County.

The project in Lane County is for a bridge over Muddy Creek on Coburg North Road, FAS 20-502. The FAS funds required for this structure are estimated to be approximately $110,000 ($12,000 of which will be the cost to the State).

The project requested by Washington County is for the removal of a separation structure and replacement with automatic signals and gates at the Burlington Northern Railroad crossing on Glencoe Road, FAS 629, in North Plains. It is estimated that this project will cost approximately ~~$50,000.~~ $120,000 per D. Easley fr Since this is an FAS-G project, it will be financed 100 percent with Federal funds and there will be no cost to the State.

Washington County is also requesting cancellation of two formerly approved FAS-C projects. Both are now within the Portland Urban Area so are not eligible for FAS-C funds. The first is for the Sunset Highway-S.W. 87th Place Section of Barnes Road, FAS 566, and the other is the S.W. Hunziker Street-Lower Boones Ferry Road Section of S.W. 72nd Avenue, FAS 944.

These matters will be on the agenda for the July 30 meeting and I recommend your approval.

bc: C. W. Head
E. S. Hunter
H. S. Coulter
V. E. Skoog
Alfred Shirley
Jack Graham
George M. Baldwin
R. L. Schroeder
L. W. Rulien
Don Harwell
Ed Hardt
Gary Sund

NOTED
C. W. HEAD

HR:mm srb

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

July 21, 1975

FILE:

FROM: George N. Hopkins
Project Development Engineer
County-City Unit

TO: E. S. Hunter
Deputy State Highway Engineer
BUILDING

SUBJECT: Proposed FAS-C Projects and Requested Cancellation of FAS-C Projects

Attached are 15 copies of the tabulations and maps describing and locating two proposed FAS-C projects. One project is in Lane County and one is in Washington County. Washington County is also requesting the cancellation of two formerly approved FAS-C projects.

Lane County's request is for a bridge over Muddy Creek on Coburg Road North, FAS 20-502.

Washington County is requesting the removal of a separation structure and replacing it with automatic signals and gates at the Burlington Northern Railroad Crossing on Glencoe Road in North Plains, FAS 629. The County has requested that this be an FAS-G project which takes 100% Federal funds.

Washington County is also requesting the cancellation of two formerly approved projects.

The first is for the project of Sunset Highway - SW 87th Place Section on Barnes Road, FAS 566.

The other is the project on SW Hunziker Street - Lower Boones Ferry Road Section on 72nd Avenue, FAS 944.

If satisfactory, would you please present these projects and cancellations to the Transportation Commission for approval at their July 30, 1975 meeting. A draft of a suggested letter to the Commission is attached.

HR:geh

Attachment

8617

Rulien

PRO 6

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

R. H. KLABOE
Administrator and
State Highway Engineer

Mr. Al Driver, Director
Department of Transportation
Lane County
135 East Sixth Avenue
Eugene, OR 97401

April 17, 1975

Dear Mr. Driver:

This will acknowledge your letter of April 15, 1975, transmitting an environmental assessment for the FAS-C ~~(20-502)~~ project for a bridge over Muddy Creek in Lane County on Coburg North Road.

777-Fast Prop.

As indicated to you yesterday at the functional classification study meeting with the forest service, Mr. Eb Engelmann, Regional Environmentalist, will review this assessment and if there is additional information needed, you will be contacted.

When this review is completed, it and your application will be forwarded to our Project Management Section for further processing.

to Ramjoue
June 23 by Engelmann
June 30 to Potter
By Rulien
8-1-75 to Feds
Tom Lowe Holding !!

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt

cc: L. W. Rulien
Eb Engelmann

PROJECT MANAGEMENT SECTION
ACTION INFO.
APR 18 1975 FAS-C
CITY
FED. AID
HWY-NEED
MARK

AWR

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date _____

A. PROJECT IDENTIFICATION

Name of Project Coburg Road - Lane County Line
(Section)

Location of Project Coburg Road North (Highway Name) FAS 20- County Road 1610 (Highway No., US - ORE)

_____ (City) Lane (County) 3 (Region)

Program FAS (Funding) $110,000 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: Replace an existing timber bridge of sub-standard capacity. Improve alignment and intersection of Herman Road with the existing Coburg Road

Origin and History: Coburg Road designated as Minor Arterial in 1985 E-SATS Interim Plan adopted by L-COG in 1970

C. DESCRIPTION OF PROJECT

Length 0.05 miles

Termini Coburg Road North - 150' North & South of intersection with Herman Road 150' West of Intersection on Herman Road

Alignment ☐ New ☐ Existing ☒ Combined Horizontal alignment as existing on Coburg Road North, horizontal alignment changed to right angle intersection. Vertical alignments of both roads as existing.

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) To be constructed within existings right-of-way which is open land in grasses and shrubs

Typical Section See attached drawing

Structures To be determined: probable large concrete drainage structure to replace existing bridge.

Characteristics (ADT) Coburg Road North - 613 North & South Herman Road No ADT listed.

Other General Information (or Supplemental information to items) Bad alignment of intersection of Herman Road with Coburg Road North

Project Sketch Map is Attached: [X] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

No action alternative would result in maintaining a hazardous intersection with a sub-standard capacity bridge. Local alternatives are the choices between an improved bridge or bridges and a long drainage structure extending under both roads near their intersection.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [X] Not Required [ ] Required [ ] Recommended

Type _____ Tentative Date(s) _____

A-95 Review: [ ] Not Required [X] Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

Topography is flat with gradual slope towards North-Northwest.
Essentially grasslands of fine textured alluvial clays.
The land is essentially grassland - pasture oriented
and largely devoted to grazing.
Muddy Creek intersects the project from the South-Southeast and flows directly through the project. The stream is small and essentially unregulated and a part of the local water control district.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

Farming uses predominate in this area. Primary noise source is vehicular traffic on Coburg Road North Highway.

Only apparent utilities are power/telephone poles adjacent to R/W.
There is no major source of air pollution caused by vehicular traffic.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

Work will be programmed to lie within the existing right-of-way and no additional R/W is required.

Consequences:

None

2. Estimated Changes in Traffic Patterns:

No changes on Coburg North. Herman Road will now intersect normal to Coburg Road.

Consequences:

Increased visability and elimination of confusing traffic pattern at the intersection of the two roads.

3. Estimated Changes in Land Use:

The project is not expected to have any influence on surrounding land use.

Consequences:

None

4. Expected Adverse Effects on Natural Ecological Resources: None

The project will have no effect on drainage, water pollution, etc.

Consequences:

None

5. Expected Adverse Effects on Cultural and Scenic Resources: None

The proposed drainage structure will be below ground level and eliminate the rather small visual impact of a bridge.

Consequences:

None

6. Preliminary Identification of Areas of Critical Environmental Concern:

None

7. Potential for Controversial Issues:

None

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	X		
Urban Economist	X		
Water Quality Spec.	X		
Acoustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer	X		
Urban Planner	X		
Geologist	X		

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

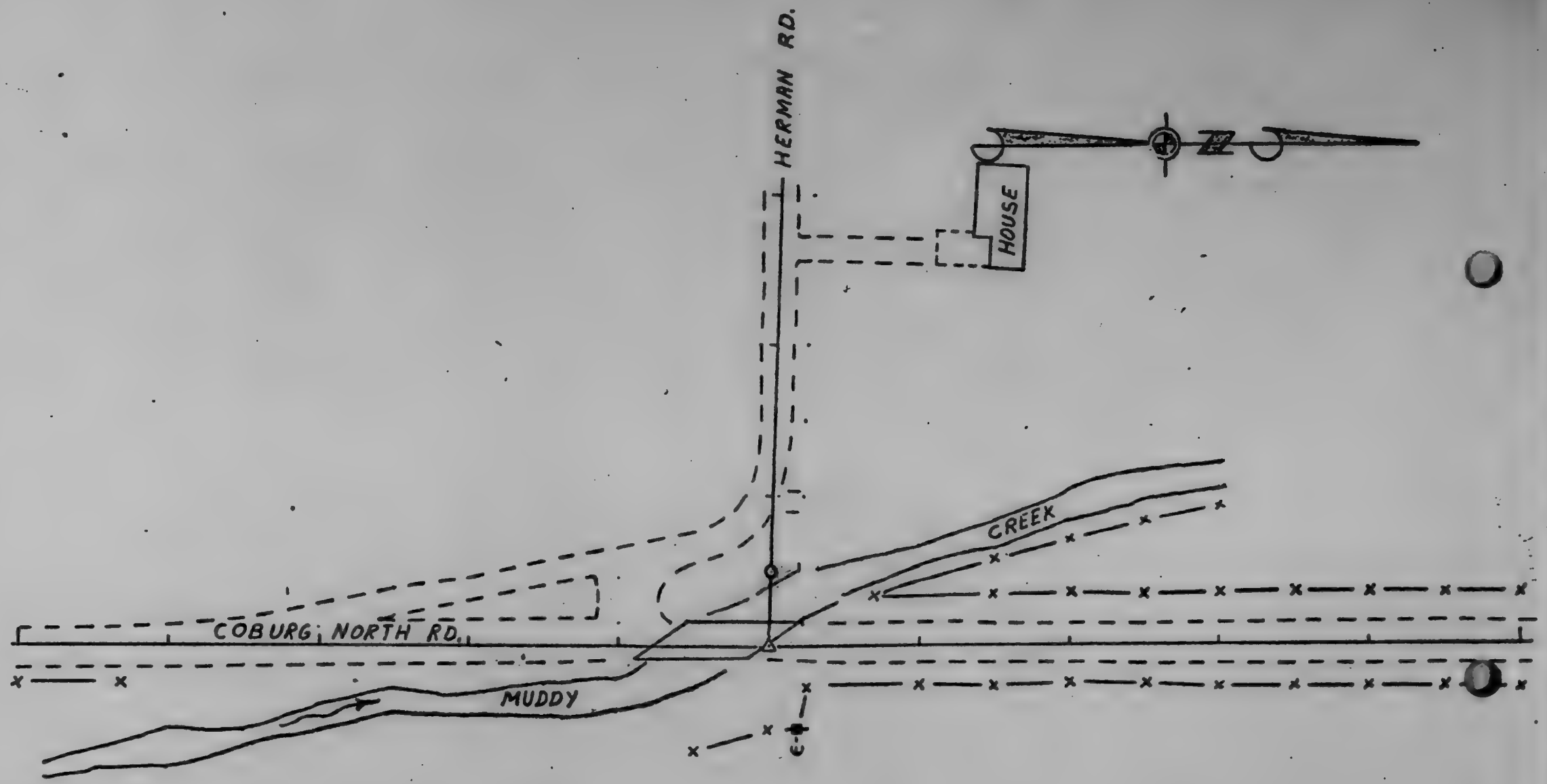
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

- [ ] Draft EIS
- [ ] Final EIS
- [ ] Supplemental Draft EIS
- [ ] Supplemental Final EIS
- [ ] Section 4(f)
- [X] Negative Declaration
- [ ] State-Wide Negative Declaration
- [ ] Other _____

LANE COUNTY, OREGON

SEC. 8, T. 16 S., R. 3 W., W. M.



SCALE: 1" = 100'

8617

Appd T. Conn 1/29/75

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Lane FAS No. ~~20-502~~ 777 Date 3/17/75

County Road Name Coburg North

Section Name Coburg - Linn Co. Line

Type of Project Bridge

Location of Project (Attach sketch map)

ADT 613 Design Speed 55 mph

Is this request for county bridge design only? Yes ____ No X

county FAS bridge design? Yes X No ____

Will County hire consultant for this project? Yes X No ____

(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type ____ Total Travel Width ____
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type ____ Width Each Side ____
(AC, Pug Cold Mix, Oil Mat) Total Top Width ____

3. Grading & Drainage:
By County ____ County Date of Completion ____ By Contract ____

4. Bottom Base Course:
By County ____ County Date of Completion ____ By Contract ____
Has base design been given to County? Yes ____ No ____
Will it be furnished? Yes ____ No ____

5. Leveling Course:
By County ____ County Date of Completion ____ By Contract ____

6. Binder Course:
By County ____ County Date of Completion ____ By Contract ____

7. Traveled Surface & Shoulders:
By County ____ County Date of Completion ____ By Contract ____

8. Clearing:
By County ____ County Date of Completion ____ By Contract ____

9. Curbs:
Curbs Required? Yes ____ No ____
Type Desired (rolled, exposure, monolithic, special county standard, etc.)

Width between curbs ____

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes_____ No_____
If answer is No, which of the following applies?
Contrary to public safety_____ Cost excessive to need or use_____
Sparse population_____ Area exempt from bike law_____
What is desired width of trail or walkway_____ ft.
What type of surface treatment is desired_____
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes_____ No_____
What type of separation from roadway will be used?_____
(curb, guardrail, painted line median)
Will trail or walkway occupy both sides of roadway? Yes_____ No_____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes_____ No_____

12. Will replacement be by: County_____ Contract_____
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No_____

14. Will County adjust structure to additional width? Yes____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes_____ No_____

18. Does County wish State to permanently stripe project? Yes_____ No_____

19. Will County do striping? Yes_____ No_____

20. Does County wish guardrail installed? Yes_____ No_____
By County_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____No_____
By seeding and mulching Yes_____No_____
By rock blanket Yes_____No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____No_____

23. Can through traffic be detoured? Yes_____No_____

24. Must new detour be constructed? Yes_____No_____

25. Will detour be constructed and maintained by County? Yes____No____

26. Will detour be constructed & maintained by Contractor? Yes____No____

27. Will County sign project outside work area during construction?
Yes____No____

28. Will Contractor sign project outside work area during construction?
Yes____No____

29. Should contract provide for permanent signing? Yes____No____

30. Should State do permanent signing? Yes____No____

31. Will traffic signals be required? Yes____No____
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes____No____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain_____

Remarks re Section I:_____

II. BRIDGE PROJECT DATA

1. Name of river or stream Muddy Creek

2. Name of bridge Coburg North

3. Dimensions of existing bridge. Length 76' Roadway Width 22'

4. Type of design and material used in existing bridge. Timber stringer wood pile

5. Location (please attach map with location marked):_____
Section 8 Township 16S Range 3W W.M.

6. Desired width of proposed bridge 30' Approx. length 80'
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes_____ No_X___
Upstream_____ Downstream_____ Width_____

8. Does County wish a particular type of bridge design? Yes_X__ No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)__ Concrete
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____ No_X___
Explain_____

10. Foundation Testing: By County? Yes_X__ No_____
By State? Yes_____ No_X__

11. Will County close road during construction? Yes_____ No_X__

12. Can presently established road be used as detour? Yes_X__ No_____

13. Must a new detour be constructed? Yes_X__ No_____

14. Will detour be constructed & maintained by County? Yes_X__ No_____

15. Will detour be constructed & maintained by Contractor? Yes_____ No_X__

16. Will County sign project outside work area during construction?
Yes_____ No_X__

17. Will Contractor sign project outside work area during construction?
Yes_X__ No_____

18. Approaches or Connections by County Yes_X__ No_____
by Contractor Yes_____ No_X__
Traveled surface: Type_AC__ Width_30'__
Shoulder surface: Type_____ Width_0__
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes_X__ No_____

N.W. quadrant distance from structure_0'__
N.E. quadrant distance from structure_____
S.W. quadrant distance from structure_____
S.E. quadrant distance from structure_____

20. Guardrail: Desired on approaches or connections: Yes X No____
By County X Contractor____
Right side only? Yes X No____
Both sides? Yes____ No____

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes____ No X
Use for detour? Yes X No____
Removed by County? Yes____ No X
Removed by Contractor? Yes X No____
Salvaged by Contractor for County? Yes____ No X

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes____ No X
By Contractor? Yes____ No X

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes____ No X Size____
Company____
b. Sanitary sewer mains: Yes____ No X Size____
Company____
c. Storm sewer: Yes____ No X Size____
Company____
d. Gas mains: Yes____ No X Size____
Company____
e. Power lines: Yes____ No X Size____
Company____
f. Telephone lines: Yes____ No X Size____
Company____
g. Other Utilities: No

24. Does County wish provisions made for future utility attachment to structure? Yes____ No X

25. Does County wish lightpost bases and conduit installed?
Yes____ No X

26. Does County wish complete job of illumination in project?
Yes____ No X

27. Is project contingent upon other factors? Yes____ No X
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: _____

_____

_____

_____

Remarks re Section II: _____

_____

_____

_____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes_____ No__X__
   By Consultant? Yes__X__ No_____
   By County? Yes__X__ No_____
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes__X__ No_____

3. Construction plans and specifications to be prepared:
   By State? Yes_____ No__X__
   By Consultant? Yes__X__ No_____
   By County? Yes_____ No__X__

4. Does County desire center line to be permanently monumented as part of project? Yes_____ No__X__

5. Does County desire right-of-way to be permanently monumented as part of project? Yes_____ No__X__
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

_____

_____

_____

_____

_____

_____

_____

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60' Minimum 60'

2. Is any additional right-of-way needed? Yes____ No X (If answer is Yes, a hearing must be offered)

3. Will County acquire r/w and have State review negotiations? Yes____ No X

4. Should State negotiate & acquire right-of-way in behalf of County?
   Yes____ No X

5. Should State prepare options? Yes____ No X

6. Should material source site be included in right-of-way descriptions?
   Yes____ No X

7. Is there any merchantable timber on right-of-way?
   Yes____ No X

8. Will timber be reserved for owner? Yes____ No____
   If removed by County or individual, must be done prior advertisement for bids.
   If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes____ No____

10. Is a hearing necessary? Yes____ No X
    (NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes X No____
    If yes, give type and name of utility company: P. P. & L.

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes____ No X
    If yes, give type and name of utility company:

13. Are utilities on existing right-of-way by permit _____ or by franchise_____
    (NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes____ No X
    If yes, give name of irrigation company or district
    and dates between which water can be turned off: From
    To

15. Are there any railroad crossings? Yes____ No X

16. Name of Railroad

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance: _____ (Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection:_____

21. Type of Existing Crossing: Grade _____
Overcrossing _____
Undercrossing _____

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop signs_____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection:_____
_____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes_____ No_____

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes X No_____
By County? Yes X No_____
By State at County expense? Yes_____ No X
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes X No_____
By County? Yes X No_____
By State at County expense? Yes_____ No X

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No_____

29. Will P.U.C. application be made by State_____ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No X
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV_____
_____
_____

V. MATERIAL SOURCES DATA

1. Gravel _____ Quarry _____ Cinders _____

2. Owner: County _____ State _____ Private _____ Other _____

3. Location: _____ Section _____ Township _____ Range _____ W.M.

4. If County lease, what are royalty payments? _____

5. Materials furnished by County: Borrow _____ Select Topping _____
   Base Course _____ Level Course _____ Mineral Agregates _____
   Location _____
   Miscellaneous Items _____

Remarks re Section V _____

VI. FINANCIAL DATA

1. Estimated Cost: $ 110,000.00

2. Available FAS Funds $ 560,000.00

3. Does County wish advancement of future Federal funds? Yes _____ No X
   Amount _____

4. Date match money is available Now

5. Will there be any 100% County money? Yes _____ No X

6. Maximum amount of 100% County money available: $ _____

7. Date County requests letting: Summer, 1975

Remarks, re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project

APPROVED AS TO FORM
DATE 4-2-75 lane county
Jay D. Thomas
OFFICE OF LEGAL COUNSEL

By _____
County Judge or Comm. Chairman

By Frank M. Platt
County Commissioner

By Norris B. Steward
County Commissioner

By Robert E. Wood
County Engineer or Roadmaster

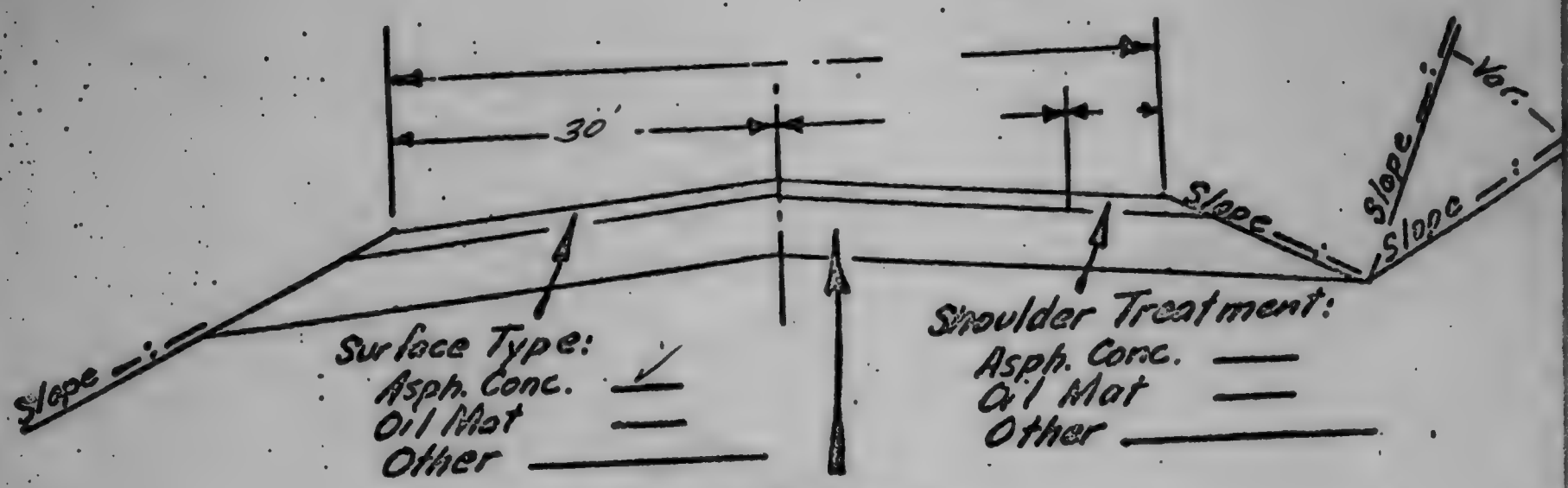
O.S.H.D. Field Engineer

Date _____

County Lane

Date April 2, 1975

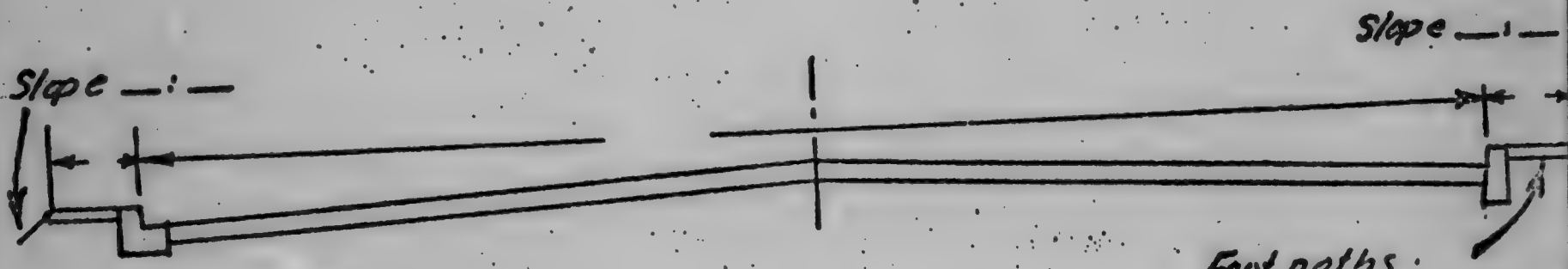
TYPICAL SECTION



Surface Type:
Asph. Conc. ✓
Oil Mat —
Other —

Shoulder Treatment:
Asph. Conc. —
Oil Mat —
Other —

Type of Base:
Pit or Quarry Run —
Crushed Stone ✓
Asph. Treated —
Cement Treated —



No. of Lanes —
Lane Width —
Shoulder Width — or Shy Dist. from Curb —
Median Width —
Total Width between Curbs —

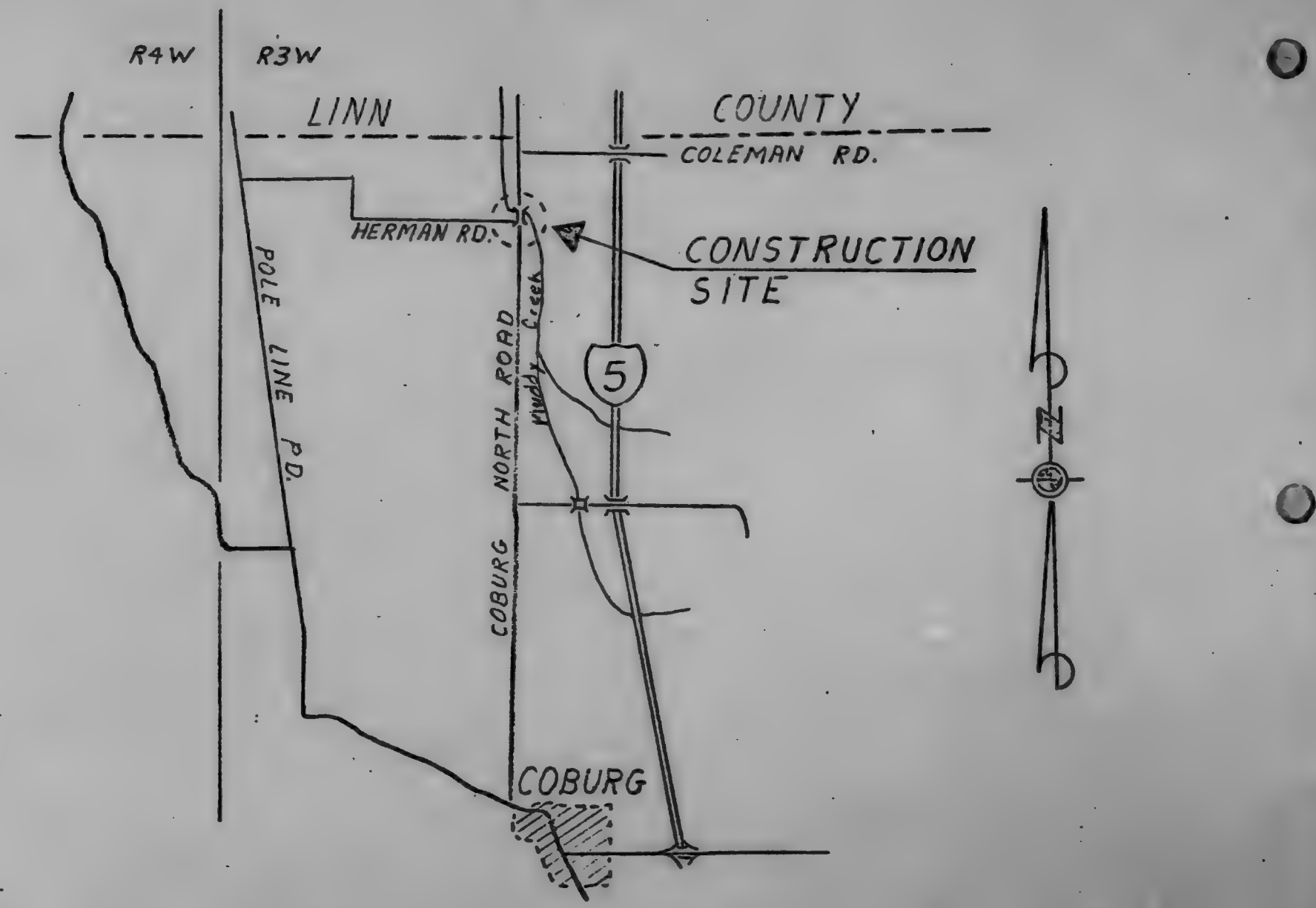
Foot paths:
Asph. Conc. —
Gravel —

Curbs:
Type "C" —
Curb & Gutter —
Other —

VICINITY MAP

SCALE 1" = 1 MILE

SEC. 8, T. 16S., R. 3W., W.M.



.8618 Jessie M. Honeyman State Park approx. 3 miles south of Florence (Sewage disposal) 1977

8618

8

July 7, 1978

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8618 awarded to Wildish Construction Co. for work in Jessie M. Honeyman State Park in Lane County was completed on April 28, 1978, and accepted by the State Highway Engineer on July 5, 1978.

Final payment in the amount of $4,277.81 will be released to the contractor after July 12, 1978. The total contract amount is $85,556.10 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Wildish Construction Co.
P. O. Box 1149
Eugene, OR 97440

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

8618

REPORT NO. 27

FORM 81-726-5601

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: JESSIE M. HONEYMAN STATE PARK	WEEK ENDING: 3 JUNE 1978
	SECTION PREFIX: 920-2712
HIGHWAY:	COUNTY: LANE
NAME OF JOB: JESSIE M. HONEYMAN ST. PARK	KIND OF WORK: SEWAGE DISPOSAL
CONTRACTOR: WILDISH CONST. COMPANY	CONTRACT NUMBER: 8618
	FEDERAL AID PROJECT NUMBER: DOR
DATE OF CONTRACT: OCTOBER 25, 1977	DATE WORK STARTED: NOVEMBER 30,1977
	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION 0	SPECIFIED WORK DAYS:
	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS:
	CALENDAR DAYS USED:
PROJECT AUTHORIZATION: $ 93593.19	SPECIFIED COMPLETION DATE: APRIL 30, 1978
	PERCENT OF TIME ELAPSED: 99.5%
EXCLUSIVE OF ENGINEERING: $ 87244.44	ENGINEERING AUTHORIZATION $ 8348.75
	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.0%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 86348.50	THIS WEEK 0.0
	ENGINEERING COST TO DATE $ 7215.29
	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99.0%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 1.0 %	PERCENT OF AUTHORIZATION 86.4 %
	DATE PROJECT WAS COMPLETED: APRIL 28,1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100.%							

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES COMPLETED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (XXXXXXXXXX STRUCTURES)

ITEM XXXXXXXXX NO.	SEWAGE DISPOSAL							
PERCENT	100.%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	CLEAR			
TUESDAY	CLEAR			
WEDNESDAY	CLEAR			
THURSDAY	CLEAR			
FRIDAY	CLEAR			
SATURDAY				

RECEIVED Richards
JUN 5 1978

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	Jessie M. Honeyman State Park -- for week of May 28 - June 3, 1978.
MONDAY	No activity this week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This Week: No activity. Project work complete.

Next Week: No activity planned.

NOTE: Semi-final to be submitted approximately June 9, 1978.

SIGNED Ellis H. Jones LOCATION Eugene

Ellis H. Jones, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

8618

8

STATE OF OREGON

INTEROFFICE MEMO

TO: Jerry Wimer
Project Management

DATE: October 20, 1977

FROM: Warren Gaskill, Deputy
State Parks Superintendent WG

SUBJECT: Jessie M. Honeyman State Park
Sewage Disposal System

We have reviewed the low bid submitted by Wildish Construction Co. of Eugene, Oregon for $83,481 which is 19% over the engineering estimate of $70,064. The major overruns are in four items. Since these items were estimated above normal bid prices, we must assume that construction difficulties in the sand dune area has caused the contractors to increase their bids. Discussion with the Resident Engineer has revealed that contractors were concerned with the difficult access.

The existing sewage disposal system does not comply with DEQ standards. It is necessary to improve the system if we are to keep the park operating.

In our review of the plans, we find there are no significant changes that could be made to encourage a lower bid. Consequently, in our judgement, the bid of Wildish Construction Co. should be accepted.

WHG:le

cc: Fred Klaboe
Scott Coulter ✓
David Talbot
Larry Jacobson
Ray Leavitt
Val Jones

APPROVED
STATE HIGHWAY ENGINEER
DATE: 10-21-77

RECEIVED
STATE HWY ENGR
OCT 21 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

81-125-1387

8618

STATE OF OREGON

INTEROFFICE MEMO

TO: C. W. Head
Commission and Staff Services

DATE: September 22, 1977

FROM: Gary A. Scott
State Recreation Director

SUBJECT: Project Agreement
Honeyman State Park Sewage System
Lane County, O.P. 1269
BOR 41-00912

Attached is a copy of an agreement from the Bureau of Outdoor Recreation for the above-named project. The agreement is between the State of Oregon through the Oregon State Highway Division and the Federal Bureau of Outdoor Recreation of the U.S. Department of the Interior.

This should bring your records up to date.

GAS:psp
Attachment
cc: Jim Cavanaugh
Larry Jacobson
Warren Gaskill
Ray Leavitt
Arnie Slack
Duane Ridings

NOTED
C. W. HEAD

81-125-1367

OMB Approval No. 29-R0218

FEDERAL ASSISTANCE

1. TYPE OF ACTION (Mark appropriate box)	☐ PREAPPLICATION ☒ APPLICATION ☐ NOTIFICATION OF INTENT (OpL) ☐ REPORT OF FEDERAL ACTION	2. APPLICANT'S APPLICATION	a. NUMBER: O.P. 1269 b. DATE (Year month day): 19 77 6 20
3. STATE APPLICATION IDENTIFIER	a. NUMBER: 7706 2 790 b. DATE ASSIGNED (Year month day): 19 77 6 22	Leave Blank	

4. LEGAL APPLICANT/RECIPIENT

a. Applicant Name : Oregon State Parks Branch
b. Organization Unit :
c. Street/P.O. Box : 525 Trade Street SE
d. City : Salem
e. County : Marion
f. State : Oregon
g. ZIP Code: 97310
h. Contact Person (Name & telephone No.) : David G. Talbot (503) 378-5019

5. FEDERAL EMPLOYER IDENTIFICATION NO.

6. PROGRAM (From Federal Catalog)
a. NUMBER: 15.400
b. TITLE: Outdoor Recreation - Acquisition, Development and Planning

7. TITLE AND DESCRIPTION OF APPLICANT'S PROJECT

Honeyman State Park Sewage System
This proposed project will upgrade an existing sewage disposal system and construct a picnic shelter. Work items will include construction of two 1.1 acre pressure fields, a temporary construction road, 1,150 feet of pressure lines, valves & removal of existing system.
David G. Talbot, State Parks Superintendent

8. TYPE OF APPLICANT/RECIPIENT
A–State; B–Interstate; C–Substate District; D–County; E–City; F–School District; G–Special Purpose District; H–Community Action Agency; I–Higher Educational Institution; J–Indian Tribe; K–Other (Specify):
Enter appropriate letter: A

9. TYPE OF ASSISTANCE
A–Basic Grant; B–Supplemental Grant; C–Loan; D–Insurance; E–Other
Enter appropriate letter(s): A

10. AREA OF PROJECT IMPACT (Names of cities, counties, States, etc.)
Florence, Lane County

11. ESTIMATED NUMBER OF PERSONS BENEFITING

12. TYPE OF APPLICATION
A–New; B–Renewal; C–Revision; D–Continuation; E–Augmentation
Enter appropriate letter: A

13. PROPOSED FUNDING

a. FEDERAL	$ 48,000.00
b. APPLICANT	48,000.00
c. STATE	.00
d. LOCAL	.00
e. OTHER	.00
f. TOTAL	$ 96,000.00

14. CONGRESSIONAL DISTRICTS OF:
a. APPLICANT:
b. PROJECT: 4

15. TYPE OF CHANGE (For 11c or 11e)
A–Increase Dollars; B–Decrease Dollars; C–Increase Duration; D–Decrease Duration; E–Cancellation; F–Other (Specify):
Enter appropriate letter(s):

16. PROJECT START DATE (Year month day): 19

17. PROJECT DURATION (Months):

18. ESTIMATED DATE TO BE SUBMITTED TO FEDERAL AGENCY (Year month day): 19 77 8 15

19. EXISTING FEDERAL IDENTIFICATION NUMBER: NA

20. FEDERAL AGENCY TO RECEIVE REQUEST (Name, City, State, ZIP code)
Bureau of Outdoor Recreation, 915 2nd Ave., Rm. 990, Seattle, Washington 98174

21. REMARKS ADDED: ☐ Yes ☒ No

22. THE APPLICANT CERTIFIES THAT ▶

a. To the best of my knowledge and belief, data in this preapplication/application are true and correct, the document has been duly authorized by the governing body of the applicant and the applicant will comply with the attached assurances if the assistance is approved.

b. If required by OMB Circular A-95 this application was submitted, pursuant to instructions therein, to appropriate clearinghouses and all responses are attached:

	No response	Response attached
(1) Intergovernmental Relations Division	☐	☒
(2) Local Council of Governments	XX	☐
(3)	☐	☐

23. CERTIFYING REPRESENTATIVE
a. TYPED NAME AND TITLE: Gary A. Scott, State Recreation Director
b. SIGNATURE: Gary A. Scott
c. DATE SIGNED (Year month day): 19 77 8 4

24. AGENCY NAME: Department of Interior

25. APPLICATION RECEIVED (Year month day): 19 77 08 08

26. ORGANIZATIONAL UNIT: Bureau of Outdoor Recreation

27. ADMINISTRATIVE OFFICE

28. FEDERAL APPLICATION IDENTIFICATION

29. ADDRESS: 915 - 2nd Avenue, Seattle, WA 98174

30. FEDERAL GRANT IDENTIFICATION: 41-00912

31. ACTION TAKEN
☒ a. AWARDED
☐ b. REJECTED
☐ c. RETURNED FOR AMENDMENT
☐ d. DEFERRED
☐ e. WITHDRAWN

32. FUNDING

a. FEDERAL	$ 48,000.00
b. APPLICANT	48,000.00
c. STATE	.00
d. LOCAL	.00
e. OTHER	.00
f. TOTAL	$ 96,000.00

33. ACTION DATE ▶ (Year month day): 19 77 09 02

34. STARTING DATE (Year month day): 19 77 09 02

35. CONTACT FOR ADDITIONAL INFORMATION (Name and telephone number)
Don Ketter
206-442-4720

36. ENDING DATE (Year month day): 19 79 12 31

37. REMARKS ADDED: ☐ Yes ☐ No

38. FEDERAL AGENCY A-95 ACTION

a. In taking above action, any comments received from clearinghouses were considered. If agency response is due under provisions of Part 1, OMB Circular A-95, it has been or is being made.

b. FEDERAL AGENCY A-95 OFFICIAL (Name and telephone no.)
Fred Bender, 206-442-4720

424-101

FORM 424 PAGE 1 (10-75)
Prescribed by Office of Management Circular 74-7

EXHIBIT A

UNITED STATES DEPARTMENT OF THE INTERIOR
Bureau of Outdoor Recreation
Land and Water Conservation Fund Project Agreement

State Oregon (Lane County) | Project Number 41-00912 (O.P. 1269)

Project Title Honeyman State Park Sewage System

Project Period SEP 2 1977 to 12-31-79

Project Scope (Description of Project)

This proposed project will upgrade a sewage system and construct a picnic shelter in Honeyman State Park. Work items will include the removal of the existing above ground sprinkler, construction of two 1.1 acre pressure fields, a temporary construction road, 1,150 feet of pressure lines and valves.

The State of Oregon certifies that to the best of its knowledge, all legal and administrative requirements of the U. S. Government which pertain to this project have been met, and that the project does not affect any locations listed on the National Register of Historic Places. All documentation required by the Bureau is on file at the State Parks office in Salem.

This project also includes State Administrative costs estimated at $1,000.

Project Stage Covered by this Agreement

Not Applicable

Project Cost	
Total Cost	$ 96,000
Fund Support	50 %
Fund Amount	$ 48,000
Cost of this Stage	$ 96,000
Assistance this Stage	$ 48,000

The following attachments are hereby incorporated into this agreement:

1. General Provisions (December, 1965)
2. Project Proposal
3. _____
4. _____

ROR 8-92
(Rev. April 1974)

Exhibit B

LAND AND WATER CONSERVATION FUND PROJECT AGREEMENT

General Provisions

A. Definitions

1. The term "BOR" as used herein means the Bureau of Outdoor Recreation, United States Department of the Interior.

2. The term "Director" as used herein means the Director of the Bureau of Outdoor Recreation, or any representative lawfully delegated the authority to act for such Director.

3. The term "Manual" as used herein means the Bureau of Outdoor Recreation Manual.

4. The term "project" as used herein means that project or project stage which is the subject of this agreement.

5. The term "State" as used herein means the State which is a party to this agreement, and, where applicable, the political subdivision or public agency to which funds are to be transferred pursuant to this agreement. Wherever a term, condition, obligation, or requirement refers to the State, such term, condition, obligation, or requirement shall also apply to the recipient political subdivision or public agency, except where it is clear from the nature of the term, condition, obligation, or requirement that it is to apply solely to the State.

B. Project Execution

1. The State shall execute and complete the approved project in accordance with the time schedule set forth in the project proposal. Failure to render satisfactory progress or to complete this or any other project which is the subject of Federal assistance under this program to the satisfaction of the Director may be cause for the suspension of all obligations of the United States under this agreement.

2. Construction contracted for by the State shall meet the following requirements:

(a) Contracts for construction in excess of $10,000 shall be awarded through a process of competitive bidding. Copies of all bids and a copy of the contract shall be retained for inspection by the Director.

(b) The State shall inform all bidders on contracts for construction in excess of $10,000 that Federal funds are being used to assist in construction.

(c) Written change orders to contracts for construction in excess of $10,000 shall be issued for all necessary changes in the facility. Such orders shall be made a part of the project file and shall be kept available for audit.

(d) The State shall comply with the regulations of the Secretary of Labor contained in 29 CFR 3 (1964), made pursuant to 40 U.S.C. Sec. 276(c) (1964), which require from each contractor or subcontractor a weekly wage payment statement. Such regulations are hereby incorporated into this agreement by reference.

(e) The State shall incorporate, or cause to be incorporated, into all construction contracts the following provisions:

"During the performance of this contract, the contractor agrees as follows:

"(1) The contractor will not discriminate against any employee or applicant for employment because of race, creed, color, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, creed, color, or national origin. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the contracting officer setting forth the provisions of this nondiscrimination clause.

"(2) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, creed, color, or national origin.

"(3) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice, to be provided by the agency contracting officer, advising the labor union or workers' representative of the contractor's commitments under Section 202 of Executive Order No. 11246 of September 24, 1965, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

"(4) The contractor will comply with all provisions of Executive Order No. 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.

"(5) The contractor will furnish all information and reports required by Executive Order No. 11246 of September 24, 1965, and by the rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the contracting agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.

"(6) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations, or orders, this contract may be canceled, terminated, or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts in accordance with procedures authorized in Executive Order No. 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order No. 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.

"(7) The contractor will include the provisions of Paragraphs (1) through (7) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order No. 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the contracting agency may direct as a means of enforcing such provisions, including sanctions for noncompliance: Provided, however, that in the event the contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the contracting agency, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

(f) The State shall (1) comply with the above provisions in construction work carried out by itself, (2) assist and cooperate actively with the BOR and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the above contract provisions and with the rules, regulations, and relevant orders of the Secretary of Labor, (3) obtain and furnish to the BOR and to the Secretary of Labor such information as they may require for the supervision of such compliance, (4) enforce the obligation of contractors and subcontractors under such provisions, rules, regulations, and orders, (5) carry out sanctions and penalties for violation of such obligations imposed upon contractors and subcontractors by the Secretary of Labor or the BOR pursuant to Part II, Subpart D, of Executive Order No. 11246 of September 24, 1965, and (6) refrain from entering into any contract with a contractor debarred from Government contracts under Part II, Subpart D, of Executive Order No. 11246 of September 24, 1965.

3. The State shall secure completion of the work in accordance with the approved construction plans and specifications, and shall secure compliance with all applicable Federal, State, and local laws and regulations.

4. The State shall permit periodic site visits by the Director to insure work progress in accordance with the approved project, including a final inspection upon project completion.

5. In the event funds should not be available for future stages of the project, the State shall bring the project to a point of usefulness agreed upon by the State and the Director.

6. All significant deviations from the project proposal shall be submitted to the Director for prior approval.

7. Development plans and specifications shall be available for review by the Director upon request.

8. The acquisition cost of real property shall be based upon the appraisal of a competent appraiser. The reports of such appraisers shall be available for inspection by the Director.

9. If any tract or parcel of, or interest in, real property subject to being purchased under the provisions of this agreement, but not identified herein, is found by the Director for any reason not to be suitable for Federal assistance, all obligations of the United States hereunder shall cease as to such parcel, tract or interest.

C. Project Costs

Project costs eligible for assistance shall be determined upon the basis of the criteria set forth in the Manual.

D. Project Administration

1. The State shall promptly submit such reports as the Director may request.

2. Property and facilities acquired or developed pursuant to this agreement shall be available for inspection by the Director upon request.

3. The State shall use any funds received by way of advance payment from the United States under the terms of this agreement solely for the project or project stage herein described.

4. Interest earned on funds granted pursuant to this agreement shall not be available for expenditure by the State, but shall be disposed of according to instructions issued by the Director.

5. Because one of the basic objectives of the Land and Water Conservation Fund Act is to enhance and increase the Nation's outdoor recreation resources, it is the intent of the parties hereto that recipients of assistance will use moneys granted hereunder for the purposes of this program, and that assistance granted from the Fund will result in a net increase, commensurate at least with the Federal cost-share, in a participant's outdoor recreation. It is intended by both parties hereto that assistance from the Fund will be added to, rather than replace or be substituted for, State and local outdoor recreation funds.

E. Project Termination

1. The State may unilaterally rescind this agreement at any time prior to the commencement of the project. After project commencement, this agreement may be rescinded, modified, or amended only by mutual agreement. A project shall be deemed commenced when the State makes any expenditure or incurs any obligation with respect to the project.

2. Failure by the State to comply with the terms of this agreement or any similar agreement may be cause for the suspension of all obligations of the United States hereunder.

3. Failure by the State to comply with the terms of this agreement shall not be cause for the suspension of all obligations of the United States hereunder if, in the judgment of the Director, such failure was due to no fault of the State. In such case, any amount required to settle at minimum costs any irrevocable obligations properly incurred shall be eligible for assistance under this agreement.

4. Because the benefit to be derived by the United States from the full compliance by the State with the terms of this agreement is the preservation, protection, and the net increase in the quantity and quality of public outdoor recreation facilities and resources which are available to the people of the State and of the United States, and because such benefit exceeds to an immeasurable and unascertainable extent the amount of money furnished by the United States by way of assistance under the terms of this agreement, the State agrees that payment by the State to the United States of an amount equal to the amount of assistance extended under this agreement by the United States would be inadequate compensation to the United States for any breach by the State of this agreement. The State further agrees, therefore, that the appropriate remedy in the event of a breach by the State of this agreement shall be the specific performance of this agreement.

F. Conflict of Interests

1. No official or employee of the State who is authorized in his official capacity to negotiate, make, accept, or approve, or to take part in such decisions regarding a contract or subcontract in connection with this project shall have any financial or other personal interest in any such contract or subcontract.

2. No person performing services for the State in connection with this project shall have a financial or other personal interest other than his employment or retention by the State, in any contract or subcontract in connection with this project. No officer or employee of such person retained by the State shall have any financial or other personal interest in any real property acquired for this project unless such interest is openly disclosed upon the public records of the State, and such officer, employee or person has not participated in the acquisition for or on behalf of the State.

3. No member of or delegate to Congress shall be admitted to any share or part of this agreement, or to any benefit to arise hereupon, unless such benefit shall be in the form of an agreement made with a corporation for its general benefit.

4. The State shall be responsible for enforcing the above conflict of interest provisions.

G. Hatch Act

No officer or employee of the State whose principal employment is in connection with any activity which is financed in whole or in part pursuant to this agreement shall take part in any of the political activity proscribed in the Hatch Political Activity Act, 5 U.S.C. Sec. 118k (1964), with the exceptions therein enumerated.

H. Financial Records

1. The State shall maintain satisfactory financial accounts, documents, and records, and shall make them available to the BOR, the Department of the Interior, and to the General Accounting Office for auditing at reasonable times. Such accounts, documents, and records shall be retained by the State for three years following project termination.

2. The State may use any generally accepted accounting system, provided such system meets the minimum requirements set forth in the Manual.

I. Use of Facilities

1. The State shall not at any time convert any property acquired or developed pursuant to this agreement to other than the public outdoor recreation uses specified in the project proposal attached hereto without the prior approval of the Director.

2. The State shall operate and maintain, or cause to be operated and maintained, the property or facilities acquired or developed pursuant to this agreement in the manner and according to the standards set forth in the Manual.

J. Nondiscrimination

1. The State shall not discriminate against any person on the basis of race, color, or national origin in the use of any property or facility acquired or developed pursuant to this agreement.

2. The State shall comply with the terms and intent of Title VI of the Civil Rights Act of 1964, 78 Stat. 241 (1964), and with the regulations promulgated pursuant to such Act by the Secretary of the Interior and contained in 43 CFR 17 (1964).

3. The State shall not discriminate against any person on the basis of residence, except to the extent that reasonable differences in admission or other fees may be maintained on the basis of residence.

K. Compliance

The State shall be responsible for compliance with the terms of this agreement by any political subdivision or public agency to which funds are transferred pursuant to this agreement. Failure by such political subdivision or public agency to so comply shall be deemed a failure by the State to comply with the terms of this agreement.

L. Manual

The State shall comply with the policies and procedures set forth in the Bureau of Outdoor Recreation Manual. Said Manual is hereby incorporated into and made a part of this agreement.

The United States of America, represented by the Director, Bureau of Outdoor Recreation, United States Department of the Interior, and the State named above (hereinafter referred to as the State), mutually agree to perform this agreement in accordance with the Land and Water Conservation Fund Act of 1965, 78 Stat. 897 (1964), and with the terms, promises, conditions, plans, specifications, estimates, procedures, project proposals, maps, and assurances attached hereto and hereby made a part hereof.

The United States hereby promises, in consideration of the promises made by the State herein, to obligate to the State the amount of money referred to above, and to tender to the State that portion of the obligation which is required to pay the United States' share of the costs of the above project stage, based upon the above percentage of assistance. The State hereby promises, in consideration of the promises made by the United States herein, to execute the project described above in accordance with the terms of this agreement.

The following special project terms and conditions were added to this agreement before it was signed by the parties hereto: That this agreement is in accord with the approved project proposal which is hereby incorporated by reference.

This agreement is not subject to the provisions of Section B.2(d) of the attached General Provisions, dated December, 1965.

Land for this development was purchased between 1930 and 1957.

In witness whereof, the parties hereto have executed this agreement as of the date entered below.

THE UNITED STATES OF AMERICA

By _____
(Signature)

Assistant Regional Director
(Title)

Bureau of Outdoor Recreation
United States Department of
the Interior

Date SEP 2 1977

STATE

Oregon
(State)

By _____
(Signature)

Gary A. Scott
(Name)

State Recreation Director
(Title)

INT: 4804-78

8618 (#1)

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

June 16, 1977

TO Executive Department
Federal Aid Coordination Unit

Lane Council of Governments
135 - 6th Avenue East
Eugene, OR 97401

FROM D. E. Swan
Federal Aid Engineer

RECEIVED
STATE HWY ENGR
JUN 17 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

SUBJECT Notice of Intent for EDA Funds
State Admin. Dist. No. 5
Section: Honeyman Sewage Treatment System
Highway: -
County: Lane

In accordance with the requirements of Circular No. A-95 of the Bureau of the Budget of the U.S. Government, attached are Notices of Intent for the subject project for your review and comment.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be July 15, 1977.
If additional information is desired, please contact Larry Jacobson phone 378-5015.

BLG: dmc
Attachments

cc: H. S. Coulter ✓
D. G. Talbot
J. H. Versteeg
R. E. Royer
J. B. Boyd
Gary Potter
Region Engineer: A. Shirley
District Engineer: W. Anhorn
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

Please use Reference Code PKS-6 for return correspondence.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	PKS-6	Page One

02 12] APPLICANT [45: Oregon Dept. of Transportation

46] DIVISION [79: Parks and Recreation

03 12] APPLICANT ADDRESS STREET [45: 525 Trade St. S.E.

46] CITY [60: Salem

76] ZIP [80: 97310

04 12] CONTACT PERSON [45: Larry Jacobson

46] AREA CODE [48: 503

49] PHONE [55: 378-5015

56] EXTENSION [59:

01 12] PROJECT TITLE [71: Honeyman Sewage Treatment System

11 12] PROJECT LOCATION—CITY: Florence

PROJECT LOCATION—COUNTY: Lane

PROJECT LOCATION [79: SEC: 36 T: 19 S R: 12 W

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

This project is to improve the sewage disposal system at Honeyman State Park

06 12] overnight camp to comply with DEQ regulations. It includes constructing a four-unit subsurface disposal field, pressure lines, and temporary access road. [71

07 12] This disposal system will be constructed according to regulating agency standards. [71

08 12] [71

09 12] [71

10 12] This is a State Parks Project. [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
$75,000					$75,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45:

46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79:

14 12] FEDERAL PROGRAM TITLE [71: Local Public Works Capital Dev. & Invest. Program

15 12] FEDERAL AGENCY NAME [45: U.S. Dept. of Commerce

46] FEDERAL SUB-AGENCY NAME [79: Economic Dev. Administration

17 (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes [X] 29 No [ ] 30 Date: June 16, 1977

(D) REVIEW REQUIRED by A-95 Yes [X] 31 No [ ] 32

(E) ENVIRONMENTAL IMPACT Yes [X] 33 No [ ] 34

(F) HOUSING RELOCATION REQUIRED Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: July 43] DAY [44: 15 45] YEAR [46: 1977

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☐ Yes ☒

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☒

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) P. L. 94-369 Sec. 107

V. Has funding agency been notified? No ☒ Yes ☐ Date:

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $_____	%____ $_____	%____ $_____
Second Year	%____ $_____	%____ $_____	%____ $_____
Third Year	%____ $_____	%____ $_____	%____ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

SIUSLAW
NATIONAL
FOREST
Roosevelt Beach
Green Ridge
Blue Ridge
Three Buttes
Herman Peak
Cape Mtn.
The Slide
Sutton Lake
Collard L.
Fossback Marsh
Tiernan
Point Terrace
Mapleton
Reedsport
Gardiner
Rainrock
Brickerville
Bald Mtn.
Minerva
McLeod
Pawn
Reed
Gibson
Summit
Saddle Mtn.
Fairview Mtn.
Tenmile
Squaw
Mill
Horse
Clover
Berry
Elk
Indian
Taylor
Crooked
Tide
Neely Mtn.
Holden
Berglund Cr.
Slide
Walker
Sherwood Cr.
Fir
Wilson
Thompson
Mt. Peter
Earl
Goodwin
Sunset Mtn.
Maple
Canary
Mt. Popcastepetl
Greyback
Rocky
Cedar
Custman
Kenoyata
Siltcoos
Ada
Fiddle
Lake
Dunes City
Florence
Glenada
Florence Municipal Airport
Joaquin Miller Forest Wayside
Devils Elbow State Park
Darlingtonia Wayside
Cleawox Lake
Woahink Lake
Woahink
Carter L.
Siltcoos L.
Tahkenitch L.
Ackerley L.
Mary L.
Lily L.
Buck L.
Alder L.
Cutthroat Lake
Three Mile Prairie
Cannery Hill
Hecata Jct.
The Portage
Fossback Marsh
Mt. Peter
Sand Dunes
Oregon Dunes National Recreation Area
S.N.F.
PACIFIC
R10W
ARRANGEMENT OF SHEETS
FOR LANE COUNTY
1
2

8619 Albany-Jct. City Hwy. © 1971
SW 34th Ave. (Albany) Sec.
(Grading, paving & signals)

8619

Salem, Oregon
September 8, 1978

Fred Eriksen
Design Engineering Supervisor

Keats Oliver
Resident Engineer

Albany-Junction City Highway
at 34th Ave. (Albany)
Albany-Junction City Highway
Linn County

Your As Constructed Narrative Report indicates several problems in constructing the project due to errors in the plans. Apparently we were not informed that the signal pole locations had been changed due to utility conflicts, or we would have planned the 3 foot change in centerline location you found necessary.

The width of existing surfacing we show on the plans is the width we planned to save and overlay. Often we find Maintenance has widened the original paved roadway but, the quality of the widened surfacing is not satisfactory for overlaying and must be removed. The typical section does not always make this very clear, as in this case.

You were absolutely right about meeting the existing pavement width on the ends, it would have looked bad to narrow to 4 foot shoulders where 8 foot shoulders existed.

1 Versteeg ✓
2 Christensen DO
George
Olson
Terpin
Sullivan
Scott
Savage
Trout

RECEIVED
SEP 08 1978
ENGINEERING SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

FE:ab
cce C. O. Fredrickson

8618

August 24, 1978

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On August 21, 1978, we wrote to you concerning release of final payment on Contract No. 8619 awarded to Wildish Corvallis Construction Co. for work on the Albany-Junction City Highway at S.W. 34th Avenue in Albany, Linn County.

Final payment on this contract is $6,032.71 and the total contract amount is $101,752.87 including $797.63 for work performed under force account.

Very truly yours,

C. W. Read
COMMISSION SERVICES

dda

cc Wildish Corvallis Construction Co.
4885 N.E. Highway 20
Corvallis, OR 97330

bc C. T. Keasey
Walt Hart
C. O. Fredrickson

8619

9

FORM 81-704-2001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Albany–Jct. City Hwy at 34th Ave(Albany)		WEEK ENDING: June 10, 1978
		SECTION PREFIX: 22-1073
HIGHWAY: Albany–Jct. City		COUNTY: Linn
NAME OF JOB: Albany–Jct. City Hwy at 34th Ave(Albany)	KIND OF WORK: grade, pave, signal	
CONTRACTOR: Wildish Corvallis Const. Co.	CONTRACT NUMBER: 8619	FEDERAL AID PROJECT NUMBER: TQF-3(6)
DATE OF CONTRACT: 10/25/77	DATE WORK STARTED: 1/21/78	ESTIMATED COMPLETION DATE: 5/26/78
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS: 125	WORK DAYS USED: 110
	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED:
PROJECT AUTHORIZATION: $115,590.29	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 88
EXCLUSIVE OF ENGINEERING: $106,431.91	ENGINEERING AUTHORIZATION: $9,166.38	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $103,800	ENGINEERING COST TO DATE: $10,600	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99
ESTIMATED PERCENT: OVERRUN / UNDERRUN: - 2.5 %	PERCENT OF AUTHORIZATION: 116 %	DATE PROJECT WAS COMPLETED: 5/26/78

semi-final estimate was submitted on June 9th

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.27	0.27			0.27
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.27	0.27			0.27
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,530 cy	1200 T			2,650 T
TOTAL QUANTITIES CORRECTED TO DATE	1,015	1,368			2,914
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	same	same			same
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
JUN 13 1978
CONSTRUCTION BRANCH

Keasey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY June 5, 1978	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate was submitted to Region Office on Friday.

PROJECT COMPLETED

FINAL REPORT

SIGNED Keats Oliver LOCATION Albany

Keats Oliver, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8619 6-9-78 22-1073 9

NARRATIVE REPORT
Albany-Jct. City Hwy at 34th Ave(Albany)
Contract 8619

NOTED
E. S. HUNTER

This was the second of two projects to accomplish installation of traffic signals and left turn refuge at the intersection of S W 34th Ave and South Pacific Blvd. in Albany. The previous contract did most of the signal work. This contract widened for the left turn refuge and revised the signals to accomodate the left turn phase.

Under the previous contract the signal pole locations were shifted to avoid utility conflicts. That required that on this contract the construction center line be moved about 3 feet easterly at 34th to miss the poles.

Construction plans showed the average width of the existing bituminous surfacing incorrectly as 24 to 26 feet. Actual width of the existing pavement was about 43 feet. Since the primary reason for the job was widening it is obviously not the intent to narrow the existing width so the minimum width at the ends of the tapers were held to existing widths.

Because of the shift in the poles, the shift in center line and also because the ends of the existing 36 inch pipes were not quite at the location shown on the plans (they were buried) several alterations were necessary in the special concrete inlet in the N E quadrant of the intersection. These were done under Price Agreement 2 and Extra Work Order 2.

Keats Oliver
Resident Engineer
June 9, 1978

RECEIVED
TECHNICAL SERVICES
JUN 30 '78
REFER TO
Hewsteg - George
FOR
Info | Inves | R/D | D/R | Sup | Act | File

cc.

STATEMENT OF CHANGES AND UNDERRUNS

Albany-Jct. City Hwy at 34th Ave(Albany)
Albany-Jct. City Hwy Linn County
Contract 8619

22-1073 TUF-3(6)

ITEM	ORIGINAL AMOUNT	SEMI-FINAL AMT.	% + or -
Contract bid items	$ 98,678.72	100,625.06	+ 2.0
Anticipated items	3,170.00	2,190.48	- 30.9
Contingencies	4,583.19	974.00	- 78.7
Engineering	9,166.38	10,600.00	+ 15.6
TOTALS	115,598.29	114,389.54	- 1.0

CONTRACT 8619

22-1073

Albany-Jct. City Hwy at 34th Ave(Albany)

ITEM #	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	+ OR -
1	mobilization	lump sum	100 %	100 %	-
2	temp protect & direct traffic	lump sum	100 %	100 %	-
3	temporary signs Used all that were needed.	sq ft	172	108	- 37.2
4	temporary barricades	each	3	2	- 33.3
5	temp plastic safety markers	each	4	4	-
6	flagmen Underestimated.	hour	250	335	+ 34.0
7	general excavation	cu yd	1530	1014.8	- 33.7
8	trench excavation Extra excavation needed at 36" pipe.	cu yd	36	66.76	+85.4
9	finishing roadbed & slopes	lump sum	100 %	100 %	-
10	watering None needed.	M-gal	35	0	- 100.0
11	1"-0 aggregate base	ton	1200	1368.15	+ 14.0
12	class B or C A C Mix	ton	2650	2914.08	+ 10.0
13	asphalt cement in mix	ton	170	177.03	+ 4.1
14	12 inch culvert pipe	lin ft	36	24½	- 31.9
15	36 inch culvert pipe	lin ft	44	39	- 11.4
16	24 inch sewer pipe	lin ft	12	7½	- 37.5
17	special concrete inlet	each	1	1	-
18	concrete curbs	lin ft	100	83½	- 16.5
19	extra for asphalt approaches	each	13	12	- 7.7
20	delineators	each	10	10	-
21	adjusting manholes	each	5	4	- 20.0
22	adjusting inlets None needed.	each	1	0	- 100.0
23	traffic signal revision	lump sum	100 %	100 %	-

Price Agreements

1	document weighman				
2	revise special inlet	lump sum	100 %	100%	-

Extra work orders

1	adjust mail box	$	70	90.48	+ 29.3
2	construct concrete wall & handrail	$	500	billing not yet received	

Force Account Orders

1.	perm pavement striping	$	400	final billing not yet receiv				
2	permanent signing	$	1500	"	"	"	"	"
3	bikeway signing & striping	$	200	"	"	"	"	"

8619

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3-15-78

FEDERAL AID PROJECT NO.
TQF - 3(6)

STATE PROJECT NO.
See Below

COUNTY NAME
Linn

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. GREEN, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70133

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
9-28-77	2-27-78	Primary 3 / Primary 58

GENERAL LOCATION:

"albany - Junction City Highway at 34th Avenue (Albany) Section"

GENERAL DESCRIPTION OF WORK:

Install Bikeway signs and stripe

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
XX CONSTRUCTION - PROCEED ON FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 2-27-78, as requested in Mr. Keasey's letter of 3-10-78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for TEC NTE $200, Federal funds $172

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-15-78	G. K. Hoogner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

#8619

8

Brightest spot in Oregon's future

POST OFFICE BOX 548 • ALBANY, OREGON 97321 • PHONE (503) 926-1517

December 28, 1977

NOTED
H. S. COULTER

Scott Coulter
State Highway Engineer
Department of Transportation
State Highway Building
Salem, OR 97310

Dear Scott:

As 1977 draws to a close, we here in Albany are counting our blessings. At the top of the list, we find you and Glenn Jackson for all the help you have given us in obtaining the new light at 34th Avenue and Pacific Boulevard. Now that the light is installed, we need left-hand turn lanes and signals. The light helps people get on and off of Pacific but is slowing traffic down considerably.

We thank you for the New Year's Resolution of resurfacing Pacific Boulevard from I-5 to 29th Avenue and hope you will give the widening of Pacific from Queen Avenue to Linn-Benton Community College a higher priority. This is a real hazard and the sooner something is done, the more lives will be saved.

Thank you again for your help, and a very Happy New Year to you and yours.

Sincerely,

ALBANY AREA CHAMBER OF COMMERCE

Jim Barrett, Manager

JB:jn

RECEIVED
STATE HWY ENGR
DEC 29 '77
REFER TO
FOR
Info | Inves | R/D | O/R | Sign | Act | File

8619

STATE COPY 9

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NO. 12-51	FEDERAL-AID PROJECT AGREEMENT	County Linn
	12-12-77	Project No. I(F-3(6)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99E, 34th Ave. (Albany)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-28-77	0.00

OTHER *(Specify)*

Pro rata 85.8%

FUNDS	
ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 116,307.00	$ 99,791.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]
Technical Services Engineer
(Title)

By [signature]
State Highway Engineer
(Title)

By _____
_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator DEC 12 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

Oregon State Highway Division
Salem, Oregon, November 9, 1977

Federal-aid Project
No. TQF-3(6)

ALBANY-JCT. CITY HWY. AT 34TH AVE. (ALBANY) SEC.
LINN COUNTY

Project Agreement Estimate.

Type Code Y008
Channelization (Sta. 51+50 to Sta. 66+00)

Mobilization	All Required		$ 6,780.00
Temporary Protection and Direction of Traffic	All Required		8,360.00
Temporary Signs	172 sq.ft.	10.00	1,720.00
Temporary Barricades	3 only	150.00	450.00
Temporary Plastic Safety Markers	4 only	100.00	400.00
Flagmen	250 hour	20.00	5,000.00
General Excavation	1,530 cu.yd.	4.00	6,120.00
Trench Excavation	36 cu.yd.	15.00	540.00
Finishing Roadbed and Slopes	All Required		3,400.00
Watering	35 M-gal.	12.86	450.10
1" - 0 Aggregate Base	1,200 ton	5.67	6,804.00
Class "B" or Class "C" Asphalt Concrete Mixture	2,650 ton	10.89	28,858.50
Asphalt Cement in Mixture	170 ton	85.00	14,450.00
12-inch Culvert Pipe	36 lin.ft.	11.17	402.12
36-inch Culvert Pipe	44 lin.ft.	40.00	1,760.00
24-inch Sewer Pipe	12 lin.ft.	22.00	264.00
Special Concrete Inlet	1 only	2,000.00	2,000.00
Concrete Curbs	100 lin.ft.	15.00	1,500.00
Extra for Asphalt Approaches	13 only	130.00	1,690.00
Delineators	10 only	25.00	250.00
Adjusting Manholes	5 only	236.00	1,180.00
Adjusting Inlets	1 only	300.00	300.00
Traffic Signal Revision, Complete	All Required		6,000.00
			$ 98,678.72

Anticipated Items

Temporary Erosion Control (E.W.)	All Required	$ 1,000.00
Permanent Signing (S.F.)	All Required	1,500.00
Permanent Pavement Striping (S.F.)	All Required	400.00
		$ 2,900.00

	Subtotal	$101,578.72
	Engineering	14,728.28
	Total	$116,307.00

Length of Project - - - 0.0 mile

Retain in Program

Bikeway Signs and Striping (S.F.)	All Required	$ 200.00

Federal Funds (85.8%) -	$ 99,791.00
State Funds -	16,516.00
Total	$116,307.00

Group 1 - 100%

Contract No. 8619

Prefix: 22-1073

ALBANY-JCT. CITY HWY. AT 34TH AVE. (ALBANY) SECTION

Nonparticipating State Work

Adjust Mailbox Post	All Required	$	70.00

8619

8

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

September 30, 1977

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
October 20, 1977 Bid Letting

TO: F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened October 20 on the following projects:

1. Albany-Corvallis Highway at Circle Blvd.
   Benton County

   Grading and paving

   Bicycle trails will not be included as the project consists of minor grading and surfacing to obtain a left-turn refuge. Four-foot shoulders will be provided throughout the project.

2. Pacific Highway East at S. Ivy St. (Canby)
   Clackamas County

   Paving and signals

   Paving incidental to signal installation

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Muddy Creek Bridge
   FAP No. 4S-436(2)
   Lane County

   Grading, paving and structure

   Paving incidental to channel change and structure replacement. 30-foot roadway on structure and roadway.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "Footpaths

and trails are not required to be established... if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

4. Jessie M. Honeyman State Park
Lane County

Sewage disposal

Same as No. 2

5. Albany-Junction City Highway at SW 34th Ave (Albany)
Linn County

Grading, paving and signals

Existing Class III bikeway to be replaced in kind.

6. NE Sandy Blvd U'xing
East Portland Freeway
Multnomah County

Grading, paving and structure.

Eight-foot Class II sidewalk/bikeway to be incorporated on structure and approaches.

7. E. Main St-East Clay St (Monmouth)
Atwater Street S
Polk County

Grading and paving

Five-foot sidewalks to be constructed.

8. NE Broadway St-SE Harrison St (Portland)
Pacific Highway East
Multnomah County

Grading, paving and signing

Seven-foot sidewalks to be constructed.

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Hamwell

8619 9-28-77 8

LETTER OF APPROVAL AND/OR AUTHORIZATION

IQF-3(6)

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70133

COUNTY NAME Linn

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 29 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sgn | Ar | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
9-28-77	9-28-77	Primary 3	Primary 58

GENERAL LOCATION:

"Albany-Junction City Hwy at S.W. 34th Ave. (Albany) Section"

GENERAL DESCRIPTION OF WORK:

Channelization (Code Y008 - Miles 0.0)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)

Temp. erosion control $1,000
Perm. signing (S.F.) $1,500
Perm. pavement striping 400 (SF)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 9-1-77 letter, I concur that the subject project is a non major action as set forth in FHPM 7-7-2, paragraph 10e.

After concurrence in award, you are authorized to proceed with those items listed above as shown in your Estimate.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $108,035 - Federal Funds $92,694.

A signed copy of the Title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-28-77	S K Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-737

8619

58

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 9 12477
Donald L Rout

10-20-77 Bid Letting _____ All Clear Deadline

SECTION PACIFIC BLVD.-34TH AVE. (ALBANY)
Highway Albany-Junction City
County Linn Region ____
Type of Work Lt. Turn Funds Trans
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration	X					
Project Assessment		X			X	statewide
Write-off Letter	X					
PERMITS:						
Division of State Lands	X					
D.O.G.M.I.	X					
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage	X					
NOISE:						
Noise Study			X	*		

Steve has to write up a noise report

* Clear subject to approval by FHWA of noise exception

8619 58

Salem, Oregon
September 22, 1977

A. D. Olson
Preliminary Design Engineer

Gary Potter
Environmental Engineer

Pacific Blvd.-34th Ave. (Albany)
Albany-Junction City Highway
Linn County

The noise study report for this section has been reviewed and I recommend that no noise attenuation be provided at this time.

The study indicates that there are three single family residences and an apartment complex in the project area. All of these presently have noise in excess of the L_{10}70 dBA guideline. The construction of the project will not change the noise levels. Construction of sound barriers for the single family residences is not feasible because of their access to the roadway.

A barrier could be constructed for the apartment complex which would probably reduce noise to L_{10}70 dBA external. Recent bids on I-205 would indicate a cost of $20,000 to $25,000 to provide a wall. It appears that there are 14 units in the complex. I am advised that they do not face on the street, there are no doors on that side and that there is apparently no exterior activity in that area. The windows are relatively small, probably two for each unit. There is no data on internal noise levels but they are probably over the guideline level of L_{10}55 dBA when the windows are open and under this level when the windows are closed.

Expenditure of $1,500 per apartment for attenuation by construction of a wall would probably not be the least cost solution. At such time as other alternates might be considered for private dwellings and funds made available for such treatments this situation could be reconsidered.

Further, I understand that there is a tentative plan to construct four lanes through this area which might require purchase of property, negating the value of the suggested wall.

Construction of a noise attenuation wall for the apartment complex would not appear to be in the public interest. Nothing done under the project would preclude such construction in the future if desired.

ADO:az

✓ Vorsteeg	RECEIVED	Trout
Christensen		
George		
Olson	SEP 22 1977	Do Not File ☐
Turpin		Return To
Sullivan		Bring Up ___/___/___
Scott	ENGINEERING SECTION	Action
Savage		

Albany - Junction City Highway at S.W. 34th Avenue
Albany, Linn County
Albany - Junction City Highway

The Albany - Junction City Highway at S.W. 34th Avenue Project will widen the existing roadway to accommodate a left-turn refuge. The length of the project is approximately 1,500 feet.

The land adjacent to the project right-of-way is currently a mixture of residential, commercial, and undeveloped areas. Three single-family residences and an apartment complex make up the residential community. Their locations are shown in Figure #1.

The land along the project is currently zoned residential and commercial. The appropriate zoning is located in Figure #1. As shown, only the apartment complex lies within the residential zoning. The single-family residences are located in the commercial zoning.

A measurement of existing noise levels was taken on September 9, 1977. The location of the measurement site was near the northeast corner of the apartment unit nearest the road. The measured noise level was an L_{10} 72 dBA.

Traffic data was broken down into two sections. The first section is north of SW 34th Avenue with the second section south. The worst traffic noise condition was found to exist during the peak truck hour. This information was used to project the traffic noise levels at the residences. The results of the analysis is provided in Table #1.

The results of the traffic noise analysis show all residences to be over the L_{10} 70 dBA design level. The analysis also shows that construction of the project will not change the noise levels currently being experienced.

Mitigation of traffic noise impacts at the single-family residences is not feasible. Access to the roadway hinders the design of effective noise barriers. The apartment unit nearest the road though, may have the noise levels reduced with a noise barrier. A noise barrier 8 ft. in height and 370 ft. in length, figure #1, would provide attenuation of about 7 dBA.

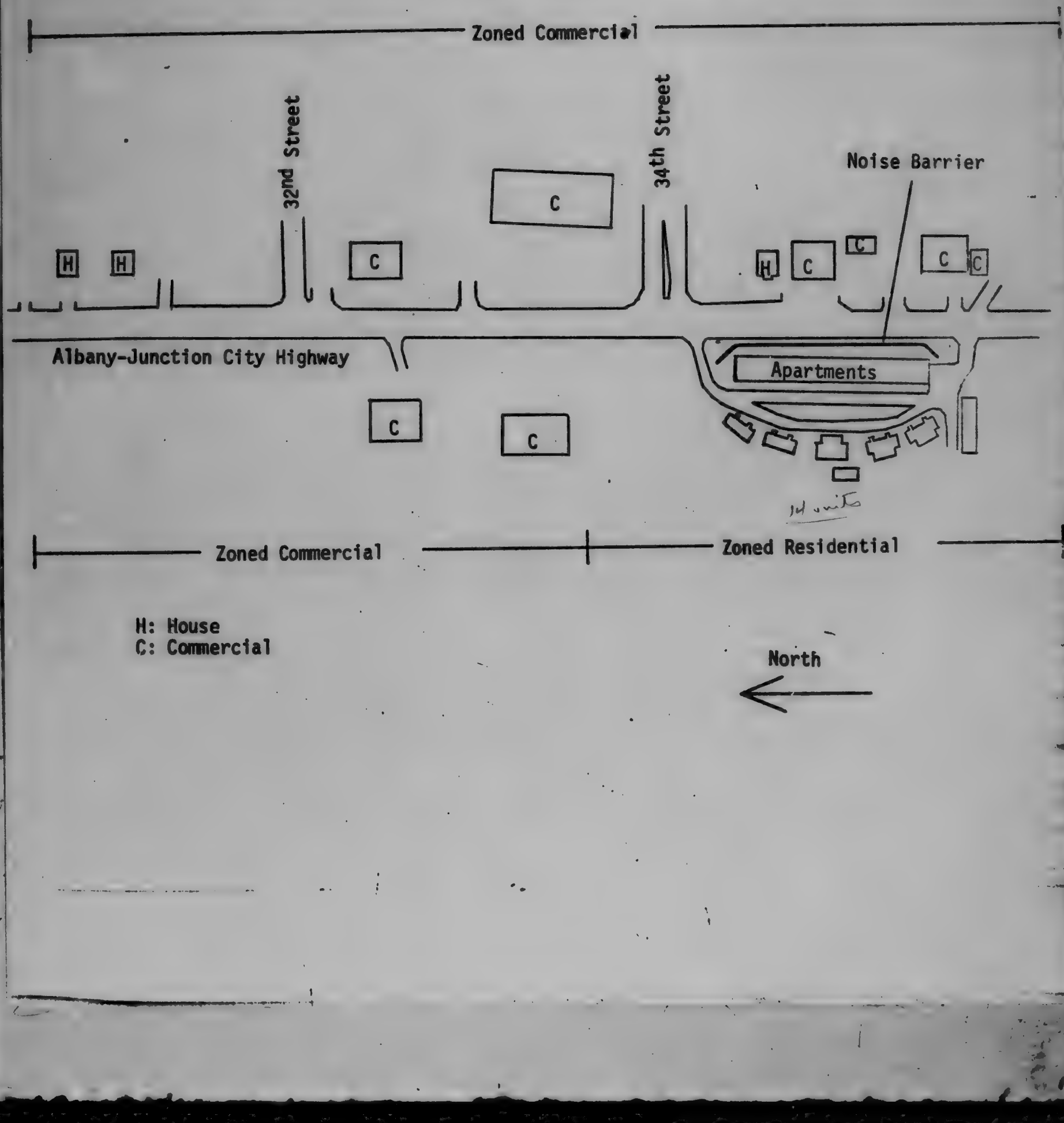
Table #1

Peak Truck Hour L_{10} Levels, 1977

Site	No Build	Build w/o Barrier	Build with Barrier*
Apartments	77 dBA	77 dBA	70 dBA
House South of 34th St.	72 dBA	72 dBA	-
Two Houses North of 32nd Street	74 dBA	74 dBA	-

*An 8 ft. barrier, 370 feet in length.

Figure 1


Zoned Commercial
32nd Street
34th Street
Noise Barrier
C
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Albany-Junction City Highway
C
C
Apartments
14 units
Zoned Commercial
Zoned Residential
H: House
C: Commercial
North

8619

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

March 11, 1977

Salem, OR 97310

FILE:

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY GARY A. POTTER

TO: L. W. Rulien
Program Management Engineer

SUBJECT: Statewide Assessment
34th Avenue (Albany)
Left Turn Refuge
Title II, Section 209
Albany-Junction City Highway
Linn County, Oregon

NOTED
E. S. HUNTER

1425-S
1592-S

The proposed project is to construct a left turn refuge at the intersection of 34th Avenue and the Albany-Junction City Highway, in Albany, Oregon. The project is a high hazard elimination or modification to be constructed under the Title II, Section 209 of the Highway Safety Act of 1973.

The project would consist of widening and channelizing the Albany-Junction City Highway (Ore 58) between mile points 3.70 and 4.20.

No new right-of-way would be required and the project is of a type for which the Statewide Assessment for safety projects is applicable. The Statewide Assessment classifies these projects as non-major.

GAP:cjh

cc: E. S. Hunter ✓
John Sheldrake
Eddie Welsh
Bill Kappus-FHWA

RECEIVED
STATE HWY ENGR
MAR 11 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

1977 NE Sandy Blvd. U'Xing 8620
Sec. of E. Ptld. Fwy. ● Parkrose
(Grading, paving & structures)

8620 12-21-83

nig cc: OSHD (Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

12-1-83

REGION NUMBER	REPORT NUMBER	COUNTY	DIVISION
10	8	Multnomah	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
12-21-83	Clifford T. Christianson, Area Engineer	I-205-7(56)313

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
6-27-79	12-12-79	111 %	SCD 4-30-79

APPROVED EXTENSIONS	LOCATION
16 CD	Sandy Blvd. crossing of Interstate 205

NOTE - *The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SANDY BLVD. UNDERCOSSING
EAST PORTLAND FREEWAY

---CTC---

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JAN 4 '84

cc
1/5
REFER TO Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE	Original signed by C. T. CHRISTIANSON	SIGNATURE	Original Signed By G. K. HOSSNER
Clifford T. Christianson		Glenn K. Hossner	
TITLE	DATE	TITLE	DATE
Area Engineer	12-21-83	Field Operations Engineer	12-22-83

FORM FHWA 1446B (12-79) PREVIOUS EDITIONS MAY BE USED.

8620

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

January 14, 1982

CON 5 #8620

MOCON Corporation
P.O. Box 3258
Salem, OR 97308

NOTED
H.S.COULTER

RE: Contract Time
N.E. Sandy Blvd. U'xing
Contract No. 8620

Gentlemen:

At our meeting with you on January 9, 1981, we agreed to reconsider the time impact ofthe cement shortage on this project upon receipt of your detailed data substantiating actual delays. Neither the February 27, 1981 letter to you from WPCM (which we received without benefit of a transmittal from you and with no comment or explanation), nor your brief letter of June 15, 1981 added the necessary and requested data.

I have again reviewed data available and find that additional contract time for completion of this project is not justified.

Sincerely,

C. T. Keasey, P.E., P.L.S.
Assistant State Highway Engineer

CTK:CBJ:cb

bc. H. S. Coulter (att. 4 letters)
E. L. Hardt " 1 "
A. Nelson " 1 "

RECEIVED
STAT. HWY ENGR
JAN 15 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3123

MOCON CORPORATION

January 11, 1982

Mr. C. T. Keasey
Assistant State Highway Engineer
Oregon State Highway Division
Salem, OR 97310

Project: N. E. Sandy Blvd. U'xing
East Portland Freeway
Contract #8620

Dear Mr. Keasey:

In March of 1981 we presented documentation from Western Pacific Construction Materials stating their position with customers and weekly allocations of concrete due to the cement shortage, which delayed our project into severe weather.

We also wrote you on January 9, 1981, requesting reconsideration of our Time Extension Request and noted four areas where analysis should be given.

Your reconsideration will be appreciated.

Sincerely,

MOCON CORPORATION

Robert D. Morrow, Jr.
President

RDM:kin

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RECEIVED
JAN 13 1982
CONSTRUCTION BRANCH

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P.O. BOX 3258 / SALEM, OREGON 97302 / TELEPHONE 503/399-1470

MOCON CORPORATION

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE ENGINEER
RECEIVED
JUN 1
FILE:

June 15, 1981

Arvey D. Nelson, Resident Engineer
Oregon State Highway Division
9250 N. E. Skidmore Street
Portland, OR 97220

Project: N. E. Sandy Blvd. - Undercrossing
East Portland Freeway
Contract No. 8620

Dear Mr. Nelson:

The letter from Western Pacific Construction Materials Company you have received from Marion Craft is in regards to our request for extension of time due to a severe cement shortage which struck the Pacific Northwest during our contract.

Western Pacific's letter substantiates the fact that we were on a weekly allocation of approximately 50 cubic yards per week.

This letter was requested by Mr. Keasey at our meeting we had in Salem some time ago.

Your consideration will be apprciated.

Sincerely,

MOCON CORPORATION

Robert D. Morrow, Jr.

Robert D. Morrow, Jr.
President

RDM:wgl

Note:
Insufficient response to provide agreed upon data for state's response.

P.O. BOX 3258 / SALEM, OREGON 97302 / TELEPHONE 503/399-1470

"Imagineering a better world"

WESTERN-PACIFIC CONSTRUCTION MATERIALS CO.
DIVISION OF RIEDEL INTERNATIONAL, INC.

3510 S.W. Bond Avenue
Portland, Oregon 97201
(503) 222-4210

February 27, 1981

Mr. Robert D. Morrow, President
Mocon Corporation
P.O. Box 3258
Salem, Oregon 97302

Dear Mr. Morrow:

Commencing approximately September 10, 1978, a severe cement shortage struck the Pacific Northwest as outlined in my letter to you of November 2, 1979. WPCM found it necessary to allocate available supplies of cement among our various customers including yourself. This situation lasted until approximately November 20 of that same year.

Allocations were made on a weekly basis to each customer. Mocon's pours were such that the small weekly allocations made pour size unfeasible and you were allowed to accumulate your yardage allocations until you had sufficient yardage "banked" to make proper pour sizes.

Our records for this period have not been retained, but I clearly recall numerous conversations with both yourself and Dave Nelson because of delays caused your project. My recollection is that starting 9/10/78, your firm was granted weekly allocations (that varied depending on cement supply) of approximately 50 yards per week. You were allowed to accumulate those amounts until yardages were adequate to meet pour demands. This unfortunate set of circumstances caused delays beyond your control and desires for both deck and sidewalk pours that you had scheduled to be made during that time period.

Sincerely,

WESTERN PACIFIC CONSTRUCTION MATERIALS CO.
(a division of Riedel International, Inc.)

James Repman
Vice President
Concrete Division

JR/sc

"Helping Build the West . . . and Beyond"

ENVIRONMENTAL EMERGENCY SERVICES. CO.
WILLAMETTE WESTERN CO
WILLAMETTE TUG & BARGE CO.
WESTERN MARINE BRAZIL
WESTERN-PACIFIC CONSTRUCTION MATERIALS CO.
WESTERN PACIFIC DREDGING CO
WESTERN-PACIFIC DRILLING CO
WESTERN PACIFIC ERECTORS CO
WESTERN-PACIFIC FOUNDATIONS CO.
WESTERN-PACIFIC MARINE SERVICES CO
WESTERN TUG & BARGE CO.
WORLD SECURITY SERVICES CO

MOCON CORPORATION

January 9, 1981

Mr. C. T. Keasey
Assistant State Highway Engineer
Oregon State Highway Division
Salem, Oregon

Project: N. E. Sandy Blvd. U'xing
East Portland Freeway
Contract No. 8620

Dear Mr. Keasey;

Please reconsider our Time Extension Request for Phase A and B with reasonable analysis given to the following items.

No. See A. Nelson's 7-22-81 letter

1. Delay of placing concrete in sidewalks due to cement shortage, total delay with impact. The delay should have been evaluated from the time the sidewalk would have been ready provided there had not been a cement shortage thus reducing our crew during this period.

No. See A. Nelson's 7-24-81 letter

2. Time lost due to the cement shortage in delaying the post-tensioning work into the freezing rain and ice storms in January and February of 1979 rather than completing the work in December of 1978 had there not been a cement shortage.

No. Fabric added as extra for contractor's benefit & this request.

3. Delays in completing the detour because of the unstable subgrade.

No. See A. Nelson letter 7-24-81

4. Delays caused be Parkrose Water District due to untimely execution of the work. Seven hundred feet of waterline should have taken three to four days to install.

Your reconsideration will be appreciated.

Sincerely,

MOCON CORPORATION

COPY

Robert D. Morrow, Jr
President

P.O. BOX 3258 */ SALEM, OREGON 97302 / TELEPHONE 503/399-1470

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

9620

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-7-80

FEDERAL AID PROJECT NO.: 05-7(13)300

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
FHWA, Oregon Division, Salem, OR

PROGRAM NO.:

ITEM NO.: I-543

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 17 '80
REFER TO
Moehring
FOR

11-17 ouick

Info	Inves	R/D	D/B	Spn	Act	File

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 3-21-78

FEDERAL ROUTE NUMBER: Interstate 205

STATE ROUTE NUMBER: Primary 64

GENERAL LOCATION:

Clackamas River - Washington State Line

GENERAL DESCRIPTION OF WORK:

Revised Utility Authorization

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ OTHER (Specify) Utility Adjustment Parkrose Water District (N.E. Sandy Blvd. U'Xing Structure)

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS:

As requested in Mr. Swan's letter of 10-28-80, and based on the justification furnished, I approve the revised method of payment as authorized by my PR-1240 with an effective date of 3-21-78 to "reimbursement on an actual cost basis" and also as requested approve the revised TEC to $11,177.49, Federal funds $10,307.88. (Correction will be covered by #94 - Supp #1.)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-7-80	Vernon V. Agsen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1973—531-555

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

#8620 10-30-80

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-205-7(13)300

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator
FHWA, Oregon Division, Salem, OR

PROGRAM NO.

COUNTY NAME: Multnomah

ITEM NO. I-543

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State Highway Administration
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 4 - '80
REFER TO
Marketing
FOR
Info | Prives | R/D | D/R | Sign | Act | File

11-4 Orig

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	10-30-80	Interstate 205	Primary 64

GENERAL LOCATION:

Clackamas River - Washington State Line

GENERAL DESCRIPTION OF WORK:

Utility Transfer

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

x ☐ OTHER (Specify) Utility Transfer

See below

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10-21-80, I approve transferring the remaining interim lighting costs from Project I-205-7(56)313 so that project can be finaled to I-205-7(13)300 at a TEC of $1,783 - Federal funds $1,644. This approval is based upon the fact that interim lighting for I-205-7(56)313 must remain in place until permanent lighting is installed.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-30-80	R. K. Hassner	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978—631-886

#9620

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

ROW 18-4

October 28, 1980

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operations Programming Engineer

NOTED
E. S. HUNTER

SUBJECT: Cost Over-run
Water Main Relocation
Parkrose Water District
Clackamas River-Washington State Line Utility Project
(NE Sandy Blvd. U'Xing Structure)
East Portland Freeway
Multnomah County
Utility Project I-205-7(13)300

RECEIVED
TECHNICAL SERVICES
OCT 28 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Reference is made to my letter of September 17, 1980 which requested approval for Federal participation in the final cost of the water relocation work. The final cost of $11,177.49 exceeds the approved cost of $10,157.53 by $1,019.96 or 10.04%. Reference is also made to your Memorandum, dated October 2, 1980, requesting a clarification of the State's negotiations for the relocation work.

Jack Cartwright, Utility Engineer for the Highway Division, met with Glenn Hossner and Cliff Christianson on October 14, 1980 to provide a verbal review of the State's negotiations for the temporary relocation of Parkrose Water District's water main in NE Sandy Blvd.

The Lump Sum payment approval given by your PR-1240, dated Sept. 11, 1978 seems to have been caused by a misunderstanding of our submittal dated August 11, 1978. The term "Lump Sum" used in our letter referred only to a negotiated payment made to the District for the theoretical temporary relocation of their water main in NE Prescott St. The Lump Sum payment was to be applied to the cost (thought to be District cost only at the time) of oversizing the temporary main in NE Sandy Blvd. It was later found that the State was obligated for a portion of the cost of the NE Sandy Blvd. temporary relocation and the District was requested to submit an actual cost billing. The Lump Sum payment, $8,650.55, for the theoretical Skidmore relocation was credited to the total cost of the Sandy Blvd. relocation. It was not the State's intent to request a Lump Sum agreement for the NE Sandy Blvd. relocation in the August 11, 1978 letter.

As stated in my September 17, 1980 letter, the additional costs incurred for the temporary relocation in NE Sandy Blvd. are due to the cost of salvage and correction of payroll additives and overhead rates. The added costs and corrections are a result of the District's annual audit. Your approval of the final total cost of $11,177.49 for the temporary water main relocation in NE Sandy Blvd. is again requested.

DES/JMC/vlw
Attach.
cc: E. S. Hunter
Jack M. Cartwright
Gary Kennen
Gene Hickam

8 6 2c

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

October 21, 1980

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operations Programming Engineer

NOTED
E. S. HUNTER

SUBJECT: Interim Lighting
Portland General Electric Co.
N.E. Sandy Blvd. U'xing Section
East Portland Freeway
Multnomah County
Project No. I-205-7(56)313

I have been advised by the Construction Section that your office has asked them to request acceptance of the N.E. Sandy Blvd. U'xing Section. The Highway Accounting Section must close out the project costs prior to our requesting final acceptance.

Order for State Force Work No. 5, covering the cost of interim lighting, still has costs outstanding that have not been billed by Portland General Electric Company. Pacific Power and Light Company installed three of the seven poles required for the interim lighting and that work has been paid for through Portland General Electric Company. The remaining costs will not be billed until the interim lighting is removed and this won't be done until permanent lighting is installed on the freeway. The costs of the interim lighting was approved by your PR-1240 dated November 15, 1978, a copy of which is attached. A copy of PGE's estimate and my letter requesting approval is also attached.

In order to close out the project costs, approval is requested to transfer the remaining interim lighting costs to the Utility Relocation Project, I-205-7(13)300, as this project will remain active until the East Portland Freeway is completed. Estimated remaining cost is $1,783. An Order for Force Work will be written against the Utility Relocation Project to cover the remaining costs.

DES/JMC/llr
Enc.
cc: E.S. Hunter ✓
Jack Cartwright
Gary Kennen
Warren Richards

RECEIVED
TECHNICAL SERVICES
OCT 23'80
REFER TO
FOR
Info | Invest | R/D | L&B | Ign | Act | File

Form 734-3123

Form FHWA 121 (1/80)
#8626

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

...E OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-205-7(13)300
Parkrose Water District
East Portland Freeway
NE. Sandy Blvd. Undercrossing
(Your ROW 18-4 dtd 9-17-80)

Date: October 2, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT
ATTN: Jack Cartwright, Utility Engineer

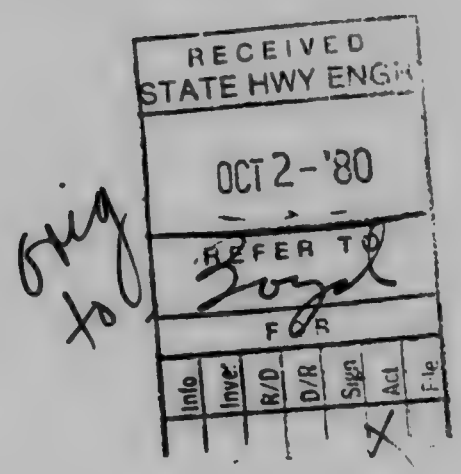
Reference is made to Mr. Swan's September 17, 1980, memorandum requesting Federal participation in a cost overrun on Work Order No. 94. Your August 11, 1978 letter did not specify a method of payment. It was assumed by this office to be an extension of the previous lump sum arrangement stipulated in your September 1, 1977 letter. This resulted in a PR-1240 authorizing Lump Sum.

This may have been a misunderstanding, however, two years have elapsed without question to the authorized method of payment. Our concern is to establish a supportable authorization/pay record consistent with regulations and efficient work performance by the Utility. Retroactive modification of an authorized method of payment is generally not acceptable.

Perhaps a brief clarification of the series of actions and negotiations involved here would lend support to your request and help explain the intended method of payment. We would also be willing to discuss this issue at your convenience.

for G. K. Hansen
G. L. Green

cc:
OSHD (D E Swan, Proj Mgmt)



8620

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

ROW 18-4

September 17, 1980

TO: Glen L. Green, Division Administrator
Federal Highway Administration

NOTED
E. S. HUNTER

ATTENTION: C. T. Christianson
Area Engineer

FROM: D. E. Swan
Operations Programming Engineer

RECEIVED
TECHNICAL SERVICES
SEP 23 '80
REFER TO
FOR
Info | Invest | R/D | L/R | Sign | Act | File

SUBJECT: Cost Overrun
Water Main Relocation
Parkrose Water District
Clackamas River-Washington State
Line Utility Project
(N.E. Sandy Blvd. Undercrossing
Structure)
East Portland Freeway
Multnomah County
Utility Project I-205-7(13)300

Reference is made to my letter of August 11, 1978 which submitted Parkrose Water District's actual cost billing for the temporary relocation of their water main in NE Sandy Blvd. Reference is also made to your Letter of Approval and/or Authorization (PR 1240) dated September 11, 1978 which approved Federal participation in the reimbursement of the actual cost billing on a lump sum basis. Copies of my letter and your PR 1240 are attached for your information.

Attached is a copy of a final billing received from Parkrose Water District dated July 9, 1980 for the total net cost for the temporary water main installation and removal in the amount of $11,177.49. The final cost of relocation exceeds the amount approved by your PR 1240 dated September 11, 1978 by $1,019.96 or 10.04%. The increase is due to the cost of salvaging the temporary water main installation revised, the application of revised labor additive rates and revised overhead rates. The revised labor additive rate is substantiated by District records. The revised overhead rates are substantiated by District records and approved by the Highway Accounting Section. A copy of the original billing is attached for your information.

In reviewing my letter of August 11, 1978, I find that reimbursement on a lump sum basis was not requested of the Federal Highway Administration. I question why your approval was made on a lump sum basis. Jack Cartwright, Utility Engineer, advises that the billing originally submitted by Parkrose Water District dated October 19, 1978 was not submitted as a final billing and that the State and the District were both aware that there would be additional costs for salvaging the temporary water main installation.

Your approval of the final costs of Parkrose Water District's temporary water main relocation, on an actual cost basis, is requested. Final cost to the State for the temporary relocation work is $11,177.49. The additional cost will be covered by Order for Work No. 94, Supplement No. 1.

JC:mk
Enclosure

cc: E. S. Hunter ✓
Jack M. Cartwright
Gary Kennen
Gene Hickam

CON 5
8620

August 26, 1980

U. S. Fidelity & Guaranty Co.
P.O. Box 1459
Portland, OR 97204

Gentlemen:

A post-final payment for $3,200 will be made to Mason Corporation on Contract No. 8620 for work on the N.E. Sandy Boulevard Undercrossing Section of the East Portland Freeway in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,411,010.04 including the post-final payment. Of the total $11,377.44 is for force account.

Sincerely,

Robert W. Gormsen
CONSTRUCTION SERVICES

fhm

cc Mason Corporation
425 Rural Avenue
Salem, OR 97302

C. T. Keasey
Walt Hart
Ed Hardt

#8620

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 19, 1980

In Reply Refer to
File No.: CON 5 #8620

Mocon Corporation
P.O. Box 3258
Salem, OR 97302

Re: Time Extension Request
N.E. Sandy Blvd. U'xing
FAP No. I-205-7(56)313
Contract No. 8620

H. S. COULTER

Gentlemen:

Your request for additional contract time on the above project has been carefully reviewed. A contract time extension of 16 calendar days is granted for Phase "B" of the project due to delays resulting from the cement shortage. The time requested for "loss of momentum and bad weather" was not identified or supported in your request and additional time is therefore not granted for this reason.

In respect to your earlier request for additional time on Phase "A", it appears that delays in completion were the result of your scheduling and additional time is not granted for that reason.

There remains liquidated damages of 28 calendar days on Phase "A" and 42 calendar days on Phase "B" of this project.

If you wish further review or should you desire to submit additional data in this matter, please contact Resident Engineer Arvey Nelson.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By
O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ:fr

cc: H. S. Coulter
Ed Hardt
Arvey Nelson
FHWA
Bob Church

RECEIVED
STATE HWY ENGR
AUG 20 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

8620

December 19, 1979

United States Fidelity & Guaranty Company
P. O. Box 3459
Portland, OR 97208

CCM 5
Contract No. 8620

Gentlemen:

Contract No. 8620 awarded to Mocon Corporation for work on the N.E. Sandy Boulevard Undercrossing on the East Portland Freeway in Multnomah County was completed on June 27, 1979, and accepted by the State Highway Engineer on December 11, 1979.

Final payment in the amount of $9,997.90 will be released to the contractor after December 24, 1979. The total contract amount is $1,407,810.04, including $11,377.44 for work performed under force account.

You have been advised previously that a claim has been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

dmc

cc: Mocon Corporation
425 Rural Avenue
Salem, OR 97302

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

8620

FORM 81-734-3001
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N. E. Sandy Blvd. Undercrossing		WEEK ENDING: November 17, 1979
		SECTION PREFIX: 626-1083
HIGHWAY: E. Portland Fwy., I-205		COUNTY: Multnomah
NAME OF JOB: N. E. Sandy Blvd. Undercrossing	KIND OF WORK: Grading, Paving, Structures	
CONTRACTOR: Mocon Corporation	CONTRACT NUMBER: 8620	FEDERAL AID PROJECT NUMBER: I-205-7(56)313
DATE OF CONTRACT: October 25, 1977	DATE WORK STARTED: November 7, 1977	ESTIMATED COMPLETION DATE: a) 3-29-78 b) 6-27-79
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: n/a	WORK DAYS USED: n/a
	SPECIFIED CALENDAR DAYS: n/a	CALENDAR DAYS USED: n/a
	SPECIFIED COMPLETION DATE: a) 3-1-78 b) 4-30-79	PERCENT OF TIME ELAPSED: a) 126% b) 111%
PROJECT AUTHORIZATION: $1,593,649.69	ENGINEERING AUTHORIZATION: $113,326.20	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $1,480,323.49	ENGINEERING COST TO DATE: $121,075.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,413,863.68		DATE PROJECT WAS COMPLETED: June 27, 1979
ESTIMATED PERCENT: ~~UNDERRUN~~ 4%	PERCENT OF AUTHORIZATION: 107 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.32	0.32		0.03	0.32
MILES PARTIALLY COMPLETED	0.32	0.32		0	0.32
MILES COMPLETED	0.32	0.32		0	0.32
TOTAL ESTIMATED QUANTITIES (CONTRACT)	51,200 CY	2,400 Tons		200 Gals.	3,650 Tons
TOTAL QUANTITIES CORRECTED TO DATE	49,334 CY	2,876 Tons		0 Gals.	3,894 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	49,334 CY	2,876 Tons		0 Gals.	3,894 Tons
AVERAGE DAILY QUANTITIES	1,007 CY	719 Tons		0 Gals.	300 Tons
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-	-		0 Gals.	-
NUMBER OF SHIFTS PER DAY	-	-		0	-
HOURS PER SHIFT	-	-		0	-

EQUIPMENT USED DURING THE WEEK:

None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	13512	13512-E						
PERCENT	100%	100%						

November 1979		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	11	P. Cloudy			Project completed June 27, 1979.
MONDAY	12	P. Cloudy			
TUESDAY	13	Clear			
WEDNESDAY	14	Clear			
THURSDAY	15	P. Cloudy			
FRIDAY	16	Cloudy - Rain			
SATURDAY	17	P. Cloudy - Showers			

RECEIVED
NOV 19 1979
CONSTRUCTION BRANCH

Kessey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inlows, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
11-11-79 SUNDAY	Contractor has completed all work required on this project. None this week.
12 MONDAY	
13 TUESDAY	
14 WEDNESDAY	
15 THURSDAY	
16 FRIDAY	
11-17-79 SATURDAY	No work.

REMARKS

STATUS: Mocon Corporation has completed all required work. Semi-Final Estimate Data submitted to Region office 11-19-79, except diaries and items required to evaluate contractor's recently submitted Request for Time Extension. Third Notification was submitted effective 10-25-79.

Unless directed otherwise, this will be the last weekly report submitted for this project.

SIGNED Erle L. Calhoun LOCATION 9250 N.E. Skidmore, Portland, Oregon, 97220

for: Arvey D. Nelson, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

8620

8

June 18, 1979

Robert C. Wall
Wall & Wall, Attorneys, P.C.
500 N.E. Multnomah, Suite 686
Portland, OR 97232

Dear Mr. Wall:

This will acknowledge receipt of a copy of your letter dated June 6, 1979, with attached Notice of Claim of Willamette-Western Corporation indicating that Mocon Corporation owes them for delivery and sale of macadam black top aggregates in the amount of $16,883.38, plus interest.

This appears to be in reference to the Mocon Corporation Contract No. 8620, the N.E. Sandy Boulevard Undercrossing Section of the East Portland Freeway in Multnomah County.

The United States Fidelity & Guaranty Co. furnished the bond on this contract. We will advise them of the receipt of this claim.

The Secretary of State's Office has informed us that this claim was filed with them on June 7, 1979, and was assigned File No. 5357.

Please advise this office when this claim has been satisfied.

Sincerely,

C. W. Head
COMMISSION SERVICES

CWH:dda

cc United States Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

Mocon Corporation
425 Rural Avenue
Salem, OR 97302

6-18-79
noted on
card
da

ROBERT C. WALL
MITCHELL C. WALL
MARILYN M. WALL

WALL & WALL, P.C.
ATTORNEYS AT LAW
SUITE 666
LLOYD FIVE HUNDRED BUILDING
500 N.E. MULTNOMAH
PORTLAND, OREGON 97232

TELEPHONE
(503) 238-0333

June 6, 1979

CERTIFIED MAIL RETURN RECEIPT REQUESTED
Norma Paulus
Secretary of State
State of Oregon
Salem, Oregon 97310

#5357
June 7, 1979
Filed with
Soc. of St.

Commission Services
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Oregon State Highway Division
Transportation Building
Salem, Oregon 97310

Re: Willamette-Western Corporation
Notice of Bond Claim
Mocon Corporation
Bond No. 63-0120-2160-77

Gentlemen and Ms. Paulus:

Enclosed is a formal Notice of Bond Claim against the bond of the Mocon Corporation in the above matter for filing.

Very truly yours,

WALL & WALL P.C.

Robert C. Wall

RCW:yf

enc.

CC: Willamette-Wessern Corporation

RECEIVED
JUN - 8 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF BOND CLAIM
June 6, 1979

Pursuant to ORS 279.528, the undersigned submits the following claim against bond of contractor:

TO: CLERK OF THE DEPARTMENT OF TRANSPORTATION
STATE OF OREGON

Re: Mocon Corporation
Bond No. 63-0120-2160-77

NOTICE HEREBY IS GIVEN that the undersigned, Willamette-Western Corporation, dba Western-Pacific Construction Materials Co. has a claim for delivery and sale of macadam black top aggregates in the sum of $16,883.38 * against the bond taken from Mocon Corporation as principal and United States Fidelity and Quaranty Company, as surety upon the bond for the work of Mocon Corporation as a prime contractor under State Highway Contract No. 8620.

WILLAMETTE-WESTERN CORPORATION,
Western-Pacific Construction
Materials Co., a division

By: Bill Roth
Business Mgr.

* Together with interest at 6% per annum from the 20th day of April, 1979.

RECEIVED
JUN - 8 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8620

CORPORATION

June 11, 1979

Wall & Wall, P.C.
Suite 686
500 N. E. Multnomah
Portland, Oregon 97232

RE: Willamette-Western Corporation
Notice of Bond Claim
N.E. Sandy Blvd.

#8620

Gentlemen:

Your client is well aware of our reason for withholding final payment for thier portion of the work. We are currently reviewing their invoices and will be paying the balance due within 45 days.

An adjustment in monies due Willamette-Western is required for the following reasons:

1. Error in yeild of concrete quantity which caused additional labor costs to be incurred, plus overtime for pouring crew.

2. Additional cost incurred due to untimely delivery of concrete as ordered by MOCON.

3. Misc. charges charged to MOCON which were not in the agreement.

Sincerely,

Robert D. Morrow, Jr.

RDM:bkm

cc: Ed Dunn
U.S.F. & G.
Department of Transportation
Secretary of State

RECEIVED
13
COMMISSION ...VICES
DEPARTMENT OF TRANSPORTATION

P.O. BOX 3258 / SALEM, OREGON 97302 / TELEPHONE 503/399-1470

#8620 11-22-78

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-205-7(13)300

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator, Salem, Oregon

PROGRAM I.D.

ITEM NO. I-543

COUNTY NAME Multnomah

PROGRAM STAGE (Check) [ ] 1. [ ] 2.

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	11-22-78	Interstate 205	Primary 64

GENERAL LOCATION: Clackamas River-Washington State Line (N.E. Sandy Blvd. U'Xing Section)

GENERAL DESCRIPTION OF WORK: Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [x] OTHER (Specify) Utility Adjustment, Parkrose Water District, TEC NTE $11,024
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONTRICTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRICTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 11-14-78, you are authorized to proceed with the actual adjustments for the installation of Parkrose Water District's permanent Water Main on the N.E. Sandy Blvd. U'Xing. Reimbursement on an actual cost basis is approved (S.F.O. #2).

I approve the Agreement with the Parkrose Water District.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-22-78	G. K. Green	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE 1976--626-787

#8620

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

11-15-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-205-7(56)313

STATE PROJECT NO. See below

COUNTY NAME Multnomah

FROM: G. L. Green, Division Administrator, Salem, Oregon

PROGRAM NO.

ITEM NO. 71023

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	11-15-78	Interstate 205	Primary 64

GENERAL LOCATION:

N.E. Sandy Blvd. U'Xing Section

GENERAL DESCRIPTION OF WORK:

Interim Lighting by Portland General Electric Forces

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON [redacted] FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 11-3-78, under the provisions of FHPM 6-4-1.14, para. 5b, I concur that it is in the public interest for Portland General Electric to install the interim lighting with its own forces on an actual cost basis estimated to be $2,825.93 (SFO #5). Provisions of FHPM 1-7-2 apply.

NOTED
F. B. KLABOE
11-17

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-15-78	G. K. Haasner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976—626-787

#8620

November 14, 1978

NOTED
E. S. HUNTER

Mr. G. L. Green
Division Administrator
Federal Highway Administration
530 Center Street, N.E., Suite 100
Salem, OR 97301

Water Main Installation
Parkrose Water District
Clackamas River-Washington
State Line Utility Project
(N. E. Sandy Blvd. U'xing Section)
East Portland Freeway
Multnomah County
Utility Project I-205-7(13)300

Dear Mr. Green:

Here is a copy of an estimate of cost to install Parkrose Water District's permanent water main on the N. E. Sandy Blvd. U'xing structure, dated November 2, 1978, and a sketch showing their proposed installation.

A certification prepared by Gary Kennen as to the District's rights in the land occupied by their facilities is in our files.

The conflict was originally anticipated. The District was advised of the conflict by our letters of March 30, 1977 and August 2, 1977, which were previously supplied your office.

An appropriate permit for the utility's proposed relocation will be issued.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves one crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the District's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $11,024. The work will be covered by SFO #2, Prefix 626-1026-285-02.

Yours truly,

D. E. Swan
Federal Aid Engineer

RECEIVED
TECHNICAL SERVICES
NOV 15 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DES/seb
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
Gary Kennen

#8620

ROBERT W STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION •
TRANSPORTATION BUILDING, SALEM, OREGON 97310

~~ROW 18-4~~

NOTED
E. S. HUNTER

November 3, 1978

In Reply Refer to
File No.:

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street, N.E., Suite 100
Salem, OR 97301

Interim Lighting
Portland General Electric Company
N. E. Sandy Boulevard U'Xing Section
East Portland Freeway
Multnomah County
Project No. I-205-7(56)313

Gentlemen:

Here is a copy of an Estimate of Cost for the installation of interim lighting on N. E. Sandy Boulevard prepared by Portland General Electric Company, dated October 20, 1978, and a sketch showing the proposed location of the lighting.

Work on the N. E. Sandy Boulevard Undercrossing structure is nearing completion and the detour, along with its temporary lighting, is being removed. Interim lighting on N. E. Sandy Boulevard is required until a street lighting project is let and permanent lighting installed.

The detour lighting was anticipated and set up in the project cost. The interim lighting was not anticipated at the time the project authorization was prepared.

Your approval of the actual cost agreement for interim illumination, as evidenced above, and authorization to proceed with the work is requested. Estimated cost to the State is $2,825.93. The work will be covered by SFO #5, Prefix 626-1083-270-03.

Yours truly,

D. E. Swan
Federal Aid Engineer

DES/seb
Enclosure
cc: E. S. Hunter
R. V. Nelson
Jack Cartwright
Gary Kennen

RECEIVED
TECHNICAL SERVICES
NOV 6'78
REFER TO
FOR
Info | Inves | R/D | D/R | Sig | Ack | File

Form 734-3122

AN EQUAL OPPORTUNITY EMPLOYER

8620

September 13, 1978

Mocon Corporation
Post Office Box 3258
Salem, OR 97302

Gentlemen:

We have carefully reviewed your request for time extension on Contract No. 8620, N.E. Sandy Blvd. Undercrossing. Consideration was given to weather, utility delays and extra work. As we can find no bona fide reasons for granting additional time, your request for additional time for Phase "A" is hereby denied. There remain 28 days of liquidated damages for this phase of the project.

Any questions concerning this request should be directed to the Resident Engineer.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:fr ia

bc C. T. Keasey
E. L. Hardt
Robert Church
Arvey Nelson

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8620

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 11, 1978

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension Request
N.E. Sandy Blvd. U'xing
Multnomah County
Contract No. 8620

TO: H. S. Coulter
State Highway Engineer

Mocon Corporation, contractor on the subject project, requests a 30-day time extension of Phase "A" and "B" completion dates. The contractor cites weather, utility delays and extra work as basis for his request. Pertinent dates are:

Date of award	10-25-77
Work began	11- 7-77
Specified Phase "A" completion	3- 1-78
Second Notification - Phase "A"	3-29-78
Specified completion Phase "B"	4-30-79

The special provisions show Phase "A" as "the time in which to complete all haul road excavation and Phase "B" as the time in which to complete all work."

Wet weather can normally be expected in Oregon during this time. The weather was not of a duration or intensity to be considered of catastrophic proporations substantiating any ground for an extension of time. No time is recommended.

The Parkrose Water District was unable to begin work, as previously arranged, on December 20 as necessary site preparation work promised by the contractor had not been done. Access for this work was not provided until January 16. On January 20 the water district was able to begin work and completed the work within the initial anticipated time. The delay was imposed by the contractor and not the utility and no time should be allowed for this item.

Additional work of placing fabric, extra rock and an added lift of A.C. was required to stabilize and strengthen the saturated detour subgrade. The extra measures were taken to allow the contractor to continue work and to keep within the time frame for Phase "A". The detour was opened to traffic February 10, 1978. Following this time, the contractor elected to begin structural excavation rather than the haul road excavation required under Phase "A". No attempt was made to excavate for the haul road even after the allowable time expired and liquidated damages were being assessed. The contractor was informed of this situation.

RECEIVED STATE HWY ENGR
SEP 12 '78
REFER TO
FOR
Info
Invest
R/D
D/R
Sign
Act
File

Even though the extra work to stabilize the detour may have added to the scope of the project, once this work was done and the detour opened, there still remained enough time to complete the required haul road excavation within the specified completion date. It was the contractor's election not to do this work but rather to concentrate on other phases of his operation. There appears no grounds for time under Phase "A". The extra work may have contributed to some slight delay in the completion for Phase "B" (whole project) but we don't have sufficient information for granting time.

The contractor asks the additional time for both Phase "A" and "B" but has directed his request more specifically to "A". As there are no grounds for time for the reasons stated, it is recommended the time extension for Phase "A" be denied.

A rough draft letter to the contractor is attached.

OBJ:fr

Att.

cc: Ed Hardt
Arvey Nelson
Robert Church

S-320 (Rev. 8-70)

OREGON STATE HIGHWAY DEPARTMENT
RESIDENT BRIDGE ENGINEER
RECEIVED
MAY 01 1978
FILE:

OREGON STATE HIGHWAY COMMISSION

Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date April 25, 1978

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from March 1, days to April 1 days, within which to complete our Contract No. 8620, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached letter dated April 17, 1978.

Respectfully submitted,

MOCON CORP.
Contractor

By Robert D. Morrow

CONSENT OF SURETY

Date APRIL 26, 1978

We, UNITED STATES FIDELITY AND GUARANTY COMPANY

, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

A. G. SADOWSKI (SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8620 Contractor MOCON CORP.

Highway EAST PORTLAND FREEWAY

Section N. E. SANDY BLVD. U'XING

Kind of Work GRADE, PAVE & STRUCTURES

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or ~~GRANTED~~. The reasons for such recommendation are as follows:

Recommended for Approval:

Marion Cofa
Regional Engineer

E. B. Jackmond
for Construction Engineer ~~or Bridge Engineer~~

A. J. Schuyler
for State Highway Engineer

Contract No.	8620
Project designation	Federal I-205-7(56)313 State-Federal
Date awarded	October 25, 1977
Work started	November 7, 1977
Per cent completed	May 20, 1978 39%
Specified Completion ~~Workdays Allowed~~	a) Date 3-1-78 b) 4-30-79
Date Completed ~~Workdays Used~~	a) 3-29-78 b) not yet
No. of Added ~~Workdays~~ Calendar days Requested	30

SP*971(8-73)

OREGON STATE HIGHWAY DEPARTMENT
RESIDENT BRIDGE ENGINEER
RECEIVED
MAY 01 1978
FILE:

CERTIFIED COPY

GENERAL POWER OF ATTORNEY

No. 36017

Know all Men by these Presents:

That UNITED STATES FIDELITY AND GUARANTY COMPANY, a corporation organized and existing under the laws of the State of Maryland, and having its principal office at the City of Baltimore, in the State of Maryland, does hereby constitute and appoint

A. G. Sadowski

of the City of Salem, State of Oregon
its true and lawful attorney in and for the States of Oregon and Washington

for the following purposes, to wit:

To sign its name as surety to, and to execute, seal and acknowledge any and all bonds, and to respectively do and perform any and all acts and things set forth in the resolution of the Board of Directors of the said UNITED STATES FIDELITY AND GUARANTY COMPANY, a certified copy of which is hereto annexed and made a part of this Power of Attorney; and the said UNITED STATES FIDELITY AND GUARANTY COMPANY, through us, its Board of Directors, hereby ratifies and confirms all and whatsoever the said

A. G. Sadowski

may lawfully do in the premises by virtue of these presents.

In Witness Whereof, the said UNITED STATES FIDELITY AND GUARANTY COMPANY has caused this instrument to be sealed with its corporate seal, duly attested by the signatures of its Vice-President and Assistant Secretary, this 18th day of July, A. D. 1975

UNITED STATES FIDELITY AND GUARANTY COMPANY.

(SEAL)

(Signed) By..... Bertram W. Sealy, Jr.
Vice-President.

(Signed) ..... W. G. Hilyard
Assistant Secretary.

STATE OF MARYLAND,
BALTIMORE CITY, } ss:

On this 18th day of July, A. D. 1975, before me personally came Bertram W. Sealy, Jr., Vice-President of the UNITED STATES FIDELITY AND GUARANTY COMPANY and W. G. Hilyard, Assistant Secretary of said Company, with both of whom I am personally acquainted, who being by me severally duly sworn, said that they resided in the City of Baltimore, Maryland; that they, the said Bertram W. Sealy, Jr. and W. G. Hilyard were respectively the Vice-President and the Assistant Secretary of the said UNITED STATES FIDELITY AND GUARANTY COMPANY, the corporation described in and which executed the foregoing Power of Attorney; that they each knew the seal of said corporation; that the seal affixed to said Power of Attorney was such corporate seal, that it was so fixed by order of the Board of Directors of said corporation, and that they signed their names thereto by like order as Vice-President and Assistant Secretary, respectively, of the Company.

My commission expires the first day in July, A. D. 19....78..

(SEAL) (Signed) ..... Herbert J. Aull
Notary Public.

STATE OF MARYLAND
BALTIMORE CITY, } Sct.

I, Robert H. Bouse, Clerk of the Superior Court of Baltimore City, which Court is a Court of Record, and has a seal, do hereby certify that Herbert J. Aull, Esquire, before whom the annexed affidavits were made, and who has thereto subscribed his name, was at the time of so doing a Notary Public of the State of Maryland, in and for the City of Baltimore, duly commissioned and sworn and authorized by law to administer oaths and take acknowledgments, or proof of deeds to be recorded therein. I further certify that I am acquainted with the handwriting of the said Notary, and verily believe the signature to be his genuine signature.

In Testimony Whereof, I hereto set my hand and affix the seal of the Superior Court of Baltimore City, the same being a Court of Record, this 18th day of July, A. D. 1975

(SEAL) (Signed) ..... Robert H. Bouse
Clerk of the Superior Court of Baltimore City.

FS 3 (9-67)

COPY OF RESOLUTION

That Whereas, it is necessary for the effectual transaction of business that this Company appoint agents and attorneys with power and authority to act for it and in its name in States other than Maryland, and in the Territories of the United States and in the Provinces of the Dominion of Canada and in the Colony of Newfoundland.

Therefore, Be It Resolved, that this Company do, and it hereby does, authorize and empower its President or either of its Vice-Presidents in conjunction with its Secretary or one of its Assistant Secretaries, under its corporate seal, to appoint any person or persons as attorney or attorneys-in-fact, or agent or agents of said Company, in its name and as its act, to execute and deliver any and all contracts guaranteeing the fidelity of persons holding positions of public or private trust, guaranteeing the performance of contracts other than insurance policies and executing or guaranteeing bonds and undertakings, required or permitted in all actions or proceedings, or by law allowed, and

Also, in its name and as its attorney or attorneys-in-fact, or agent or agents to execute and guarantee the conditions of any and all bonds, recognizances, obligations, stipulations, undertakings or anything in the nature of either of the same, which are or may by law, municipal or otherwise, or by any Statute of the United States or of any State or Territory of the United States or of the Provinces of the Dominion of Canada or of the Colony of Newfoundland, or by the rules, regulations, orders, customs, practice or discretion of any board, body, organization, office or officer, local, municipal or otherwise, be allowed, required or permitted to be executed, made, taken, given, tendered, accepted, filed or recorded for the security or protection of, by or for any person or persons, corporation, body, office, interest, municipality or other association or organization whatsoever, in any and all capacities whatsoever, conditioned for the doing or not doing of anything or any conditions which may be provided for in any such bond, recognizance, obligation, stipulation, or undertaking, or anything in the nature of either of the same.

I, J. A. Witzen, an Assistant Secretary of the UNITED STATES FIDELITY AND GUARANTY COMPANY, do hereby certify that the foregoing is a full, true and correct copy of the original power of attorney given by said Company to

A. G. Sadowski

of Salem, Oregon, authorizing and empowering him to sign bonds as therein set forth, which power of attorney has never been revoked and is still in full force and effect.

And I do further certify that said Power of Attorney was given in pursuance of a resolution adopted at a regular meeting of the Board of Directors of said Company, duly called and held at the office of the Company in the City of Baltimore, on the 11th day of July, 1910, at which meeting a quorum of the Board of Directors was present, and that the foregoing is a true and correct copy of said resolution, and the whole thereof as recorded in the minutes of said meeting.

In Testimony Whereof, I have hereunto set my hand and the seal of the UNITED STATES FIDELITY AND GUARANTY COMPANY on

(Date)

4/24/18

J. A. Witzen

Assistant Secretary.

CORPORATION

OREGON STATE HIGHWAY DEPARTMENT
RESIDENT BRIDGE ENGINEER
RECEIVED
MAY 01 1978
FILE:

April 17, 1978

Arvey Nelson
Oregon State Highway Department
9250 Skidmore Street
Portland, Oregon 97220

Project: Sandy Blvd. UXing
Extension

Dear Mr. Nelson,

We are requesting 30 additional calender days extension to our contract for both our March 1 deadline and also our final deadline.

We feel that because of extra work we had to do we should be granted the entire time. The extra work consisted of stabilizing our detour road subgrade with Mirifia fabric and extra rock, and also paving our detour with an additional 3" lift of asphalt to strengthen the road bed.

The detour subgrade was extremely soft because of a combination of poor soils and excessively wet weather. Periods of weather including an extended period of heavy icing which covered everything with 3/4" to 1" of ice, and daily heavy rains were the norm.

Our tempōray detour structure and approaching subgrade were completed on January 12. Because of a combination of delays from both the weather, the Parkrose water district, and additional work (necessary to complete the detour) the detour was not opened to traffic untill February 10. (See Attach diary)

It is also felt the March 1 deadline of completing all haul road excavation was established to allow the grading contractor on a subsequent contract access throught our jobsite. Since the grading contract was not let until March 23 and the contractor for that contract is prevented by other contracts from moving dirt until June 1, we feel no damages have been suffered by the State and therefore no liquidated damages should be held by the State.

Sincerely,

Robert D. Morrow, Jr.
President

RDM:bb P.O. BOX 3258 / SALEM, OREGON 97302 / TELEPHONE 503/399-1470

8620

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL A[illegible]/OR AUTHORIZATION

9-11-78

FEDERAL AID PROJECT NO. I-205-7(13)300	
STATE PROJECT NO. See below	
FROM: G. L. Green, Division Administrator, Salem, Oregon	PROGRAM NO.
ITEM NO. I-543	COUNTY NAME Multnomah
	PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	3-21-78	Interstate 205 / Primary 64

GENERAL LOCATION:

Clackamas River-Washington State Line

GENERAL DESCRIPTION OF WORK:

Utility adjustment (N. E. Sandy Blvd. U'xing structure) (SFO #94)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Utility adjustment
Parkrose Water District
TEC NTE $10,157.53.

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 8-11-78 this will confirm the advance approval date of 3-21-78 for federal participation in amount of 54.07 percent of the necessary work to be performed by Parkrose Water District for the water line relocation. I approve the agreement submitted by Mr. Swan's letter of 8-11-78. Reimbursement on a lump sum basis is approved,

Approval and participation for the portion of work authorized above is subject to the provisions of the Federal-aid Program Manual.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-11-78	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

#8620 D

ROW 18-4

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
AUG 11 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Ign | Ret | Sig

August 11, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center St. N.E., Suite 100
Salem, Oregon 97301

ATTN: C. T. Christianson

Water Main Relocation
Parkrose Water District
Clackamas River - Washington
State Line Utility Project
(N.E. Sandy Blvd. U'xing Structure)
East Portland Freeway
Multnomah County
Utility Project I-205-7(13)300

Dear Sir:

Here are copies of actual cost billings submitted by Parkrose Water District for the temporary relocation of their water main in N.E. Sandy Blvd. and a sketch showing the temporary water main.

The District was advised of the conflict with their water main by our letters of March 30, 1977 and August 2, 1977, copies of which are attached. Our August 2, 1977, letter advised the District that the water main was located on State highway right of way and the relocation costs would be non-reimbursable. The District later advised that they held an easement across three properties adjacent to Sandy Blvd that predated the acquisition of additional right of way by Multnomah County in 1927. The questions of reimbursable rights was discussed in several meetings and considerable correspondence with the District. On March 21, 1978, Jack Sollis, Assistant Attorney General, rendered an opinion that Parkrose Water District had exercised easements rights in the installation of their water main in Sandy Blvd. adjacent to the three properties encumbered by the original easements and therefore, were entitled to reimbursement for the cost of relocating that portion of the water main. Copies of Mr. Sollis' letters are attached.

The District in cooperation with the State's scheduled construction of the Sandy Blvd U'xing structure has already completed the temporary relocation of the water main. Gary Kennen made a field determination as to the length of main in conflict with the U'xing construction and established a percentage of 54.07 as the State's portion of the relocation costs. The District agreed to the division of costs.

A previous agreement with Parkrose Water District provided for a lump sum payment of $8,650.55 to the District for the theoretical cost of a temporary relocation of District facilities to accommodate the construction of the N.E. Prescott St. U'xing structure. This money was to be applied to the cost of oversizing the Sandy Blvd. temporary water main to offset water volume requirements of the District's system. At that time, the Sandy Blvd. temporary main installation costs were non-reimbursable. A copy of your letter of approval and/or authorization dated September 8, 1977,

approving the $8,650.55 lump sum payment is attached.

It is now the State's opinion that the $8,650.55 lump sum payment should be credited to the total cost of the Sandy Blvd. temporary water main installation and that the 54.07 percent be applied to the remaining costs to obtain the balance of reimbursement due the District. See attached copy of Gary Kennen's letter dated May 30, 1978, which recaps the allocation of costs.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one miles in length.

There was no betterment derived from the temporary adjustment of the District's facilities.

Your approval of federal participation in the relocation costs, as evidenced above, under the provisions of PPM 30-4 and 30-4.01 is requested. Estimated cost to the State is $10,157.53. Their work will be covered by SFO #94.

Yours truly,

D. E. Swan
Federal-Aid Engineer

DES:klw
Enc.
cc: E. S. Hunter
Jack M. Cartwright
Gary Kennen

8620

ROW 18-4

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 13, 1977

Mr. Frank R. Goodwin
Portland General Electric Co.
121 S.W. Salmon Street
Portland OR 97204

Temporary Illumination
N.E. Sandy Blvd. U'xing
East Portland Freeway
Multnomah County
Project No. I-205-7(56)313
Contract No. 8620

Dear Mr. Goodwin:

Your estimate and sketch map for the up and down charges for temporary lighting, as submitted with your letter dated October 31, 1977, have been approved by the State and the Federal Highway Administration. You are hereby authorized to proceed with the work as of December 5, 1977.

Please contact Mr. Arvey Nelson, Resident Engineer, 9250 N.E. Skidmore, Portland, Oregon 97220; Tel: 257-4344 at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to December 5, 1977, in the amount of $1,597.00 will be paid in accordance with Paragraph 7g (3) of PPM 30-4 upon receipt of your final billing. Since this is a lump sum billing, your final bill should consist of the lump sum amount agreed to above, the beginning and completion dates of the work and reference to this letter by date and subject.

Yours truly,

Phil Preston
Utility Special Studies Engineer

PP:de

bc: E. S. Hunter
G. L. Green
D. E. Swan
V. E. Skoog-w/att.
E. L. Hardt-w/att.
Arvey Nelson-w/att.
Gary Kennen-w/att.

RECEIVED
TECHNICAL SERVICES
DEC 14 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8620

STATE CODE 8

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 12-49	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 12-12-77	State Oregon County Multnomah Project No. I-205-7(56)313

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-205, N.E. Sandy Blvd. U'Xing

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-28-77	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 92.24%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,591,962.00	$1,468,425.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. H. Hunter

Technical Services Engineer
(Title)

By H. J. Oswalt

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Robert W. Gregg
(Division Administrator)

For: G. L. Gregg

Date executed by Division Administrator DEC 13 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen file

Oregon State Highway Division
Salem, Oregon, November 23, 1977

Federal Aid Project
No. I-205-7(56)313

N.E. SANDY BLVD. U'XING
EAST PORTLAND FREEWAY HIGHWAY
MULTNOMAH COUNTY

Project Agreement Estimate.

Type Code X281
Structure Br. #13512 (Sta. "L" 203+61.13)

Mobilization	All Required		$ 120,120.00
Temporary Protection and Direction of Traffic	All Required		1,000.00
Temporary Signs	271 Sq.Ft.	6.00	300.00
Temporary Continious Rail Traffic Barriers, Reflectored	250 Lin.Ft.	6.00	1,500.00
Temporary Plastic Safety Markers	8 Each	100.00	800.00
Temporary Reflective Pavement Markers	168 Each	4.00	672.00
Flagmen	300 Hr.	16.00	4,800.00
Clearing and Grubbing	All Required		10,000.00
Removal of Structure and Obstruction	All Required		5,000.00
General Excavation	51,200 Cu.Yd.	1.00	51,200.00
Trench Excavation	440 Cu.Yd.	8.00	3,520.00
1"-0 Aggregate Base	2,400 Ton	6.00	14,400.00
Class "B" or Class "C" Asphalt Concrete	3,650 Ton	18.00	65,700.00
12-Inch Culvert Pipe	60 Lin.Ft.	12.00	720.00
21-Inch Culvert Pipe	60 Lin.Ft.	12.00	720.00
12-Inch Sewer Pipe	542	12.00	6,504.00
Extra for Pipe Under Pavement	128 Lin.Ft.	10.00	1,280.00
Concrete Manholes	3 Each	1,600.00	4,800.00
Concrete Inlets, Type G-1	6 Each	500.00	3,000.00
Concrete Inlets, Type P Modified	4 Each	500.00	2,000.00
Gravel Sump	2 Each	500.00	1,000.00
Type 3-70 Fence	1,440 Lin.Ft.	8.00	11,520.00
CL-6 Chain Link Fence	750 Lin.Ft.	6.00	4,500.00
24' x 72' Chain Link Double Gates	2 Each	300.00	600.00

Concrete Walks	395 Sq.Yd.	12.00	4,740.00
Concrete Curbs	40 Cu.Yd.	90.00	3,660.00
Extra for Asphalt Walks	360 Sq.Yd.	5.00	1,800.00
Adjusting Manholes	1 Each	200.00	200.00
Detour Structure	All Required		70,000.00
Bridge Removal Work	All Required		5,000.00
Shoring, Cribbing, Etc.	All Required		31,000.00
Structure Excavation	2,250 Cu.Yd.	5.00	11,250.00
Structure Excavation Below Elevation Shown	200 Cu.Yd.	5.00	1,000.00
Special Wall Backfill	350 Cu.Yd.	6.00	2,100.00
Structural Concrete Class 3300 (1,185 c.y.)	All Required		98,537.00
Structural Concrete, Class 4000 (150 c.y.)	All Required		35,000.00
Structural Concrete, Class 5000 (3,050 c.y.)	All Required		438,273.00
Expansion Joint, Type SA 400	237 Lin.Ft.	65.00	15,405.00
Reinforcement (582,000 lbs.)	All Required		135,000.00
Coated Reinforcement (134,000 lbs.)	All Required		50,000.00
Prestressing Steel (230,000 lbs.)	All Required		119,000.00
Reinforced Concrete Bridge End Panels	412 Sq.Ft.	33.00	13,596.00
Bearing Devices, Bent 1	9 Each	250.00	2,250.00
Bearing Devices, Bent 2	6 Each	600.00	3,600.00
Bearing Devices, Bent 4	6 Each	850.00	5,100.00
Bearing Devices, Bent 5	9 Each	300.00	2,700.00
Three Tube Metal Railing	1,023 Lin.Ft.	36.00	37,339.50
4-Inch PVC Pipe	30 Lin.Ft.	10.00	300.00
1 1/2-Inch Electrical Conduit	1,030 Lin.Ft.	3.50	3,605.00
			$1,410,677.50

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 200.00

Temporary Erosion Control (E.W.)	All Required	1,000.00
On The Job Trainees (E.W.)	All Required	3,200.00
		$ 4,400.00
	Subtotal	$1,415,077.50
	Engineering	176,884.50
	Total	$1,591,962.00

Length of Project 0.00 Mile

Work Retained in Program Status

Temporary Illumination	All Required	$ 1,500.00

Federal Funds (92.24%)	$1,468,425.00
State Funds	123,537.00
Total Cost	$1,591,962.00

Group 1 100%

Contract No. 8620

Prefix 626-1083

8620 D 12-5-77

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-205-7(56)313

STATE PROJECT NO.
See Below

COUNTY NAME
Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
71023

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
9-28-77	12-5-77	Interstate 205 / Primary 64

GENERAL LOCATION:

"NE Sandy Blvd. U'xing"

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify) : Utility Adjustment
Portland General Elec
TEC NTE $1,597 - F.F. $1,473

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 11-21-77 you are authorized to proceed with the temporary detour lighting under the agreement with Multnomah County and policy agreement of this office. Reimbursement on a lump sum basis is approved.

Approval and participation for the portion of work authorized above is subject to the provisions of the Federal-aid Program Manual.

Swan 12-2

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-5-77	E. J. Tetsch	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

#8620

8

750 N.E. Columbia Boulevard
Post Office Box 11097
Portland, Oregon 97211
(503) 285-2531

Keasey
Bond
Jackmond
Hopkins
Johnsen
Inloes

RECEIVED
DEC 2 1977
CONSTRUCTION SECTION

Richards
Glenn
Berg
Church
Gebauer
Widmer

Ameron
Pipe Division
Northwest

November 30,1977

Oregon State Highway Division
Salem, Oregon 97310

Gentlemen:

Please be notified that as of the 11th day of November, 1977 Ameron Pipe Division - Northwest has commenced to deliver materials consisting of Concrete Cylinder Pipe and other associated products to North American Contractors whose business address is 7845 S.W. Capital Highway for use on the project known as Undercrossing East Portland Freeway Highway.

We also notify you that in case of nonpayment by the contractor, his bond will be held for payment for the same.

This notice is given in compliance with the laws of the State of Oregon, governing materials furnished to contractors on public jobs, and should not be considered any reflection on the financial responsibility of the contractor.

Please acknowledge receipt on the enclosed copy of this letter and return to us in the self-addressed, stamped envelope provided for your convenience.

Very truly yours,

S. H. Scott
Controller

RECEIVED
DEC 2 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SHS:kte
Enclosure

RECEIPT ACKNOWLEDGED: _____
Name of Agency

By: _____
Date: _____

8620

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

November 21, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street N.E.
Salem OR 97310

Temporary Illumination
N.E. Sandy Blvd. U'xing
East Portland Freeway
Multnomah County
Project No. I-205-7(56)313
Contract No. 8620

Dear Mr. Green:

Here is a lump sum estimate of cost to furnish, install and remove temporary lighting on this detour. Also enclosed is a sketch map showing the work.

This work was an anticipated item in the project. The State is not entitled to credit for expired service life and no betterment will be derived from the work.

The City of Portland and the State agreed that the temporary lighting is in the public interest on this detour. This work is covered by Mr. Christianson's Policy Decision of February 16, 1977, to include illumination on I-205 projects.

Your approval of the lump sum agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $1,597.00.

Yours truly,

D. E. Swan
Federal-Aid Engineer

DES:FP:db
Enclosure
cc: E. S. Hunter
Phil Preston

RECEIVED
TECHNICAL SERVICES
NOV 22 '77
REFER TO
FOR
Info | Invest | R/D | R/R | Sign | Agt | File

#8620

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-11-77

FEDERAL AID PROJECT NO.: 205-7(56)313

STATE PROJECT NO.: See Below

COUNTY NAME: Multnomah

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 71023

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
9-28-77	10-24-77	Interstate 205	Primary 64

GENERAL LOCATION:

"NE. Sandy Blvd U'xing"

GENERAL DESCRIPTION OF WORK:

Remove blackberry bramble along NE side of Sandy Blvd for temporary utility lines

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
XX CONSTRUCTION - PROCEED ON [redacted]
[redacted] FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 11-2-77 and based on the data submited, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 1 at a total estimated cost not to exceed $300, Federal Funds $275.

Swan
11-15-77

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-11-77	E. L. Tolbert	for Diviison Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8620

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

September 30, 1977

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
October 20, 1977 Bid Letting

TO: F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened October 20 on the following projects:

1. Albany-Corvallis Highway at Circle Blvd.
   Benton County

   Grading and paving

   Bicycle trails will not be included as the project consists of minor grading and surfacing to obtain a left-turn refuge. Four-foot shoulders will be provided throughout the project.

2. Pacific Highway East at S. Ivy St. (Canby)
   Clackamas County

   Paving and signals

   Paving incidental to signal installation

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Muddy Creek Bridge
   FAP No. 4S-436(2)
   Lane County

   Grading, paving and structure

   Paving incidental to channel change and structure replacement. 30-foot roadway on structure and roadway.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "Footpaths

and trails are not required to be established... if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

4. Jessie M. Honeyman State Park
Lane County

Sewage disposal

Same as No. 2

5. Albany-Junction City Highway at SW 34th Ave (Albany)
Linn County

Grading, paving and signals

Existing Class III bikeway to be replaced in kind.

6. NE Sandy Blvd U'xing
East Portland Freeway
Multnomah County

Grading, paving and structure.

Eight-foot Class II sidewalk/bikeway to be incorporated on structure and approaches.

7. E. Main St-East Clay St (Monmouth)
Atwater Street S
Polk County

Grading and paving

Five-foot sidewalks to be constructed.

8. NE Broadway St-SE Harrison St (Portland)
Pacific Highway East
Multnomah County

Grading, paving and signing

Seven-foot sidewalks to be constructed.

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

8620

9-27-77

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-205-7(55)313

STATE PROJECT NO.: See below

COUNTY NAME: Multnomah

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO. 71023

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 30 '77
REFER TO
FOR

orig to Mushing

Info	Invest	R/D	Dir	Brd	Mat	Fin

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
9-28-77	9-28-77	Interstate 205	Primary 64

GENERAL LOCATION:

"N. E. Sandy Blvd. U'ing Section"

GENERAL DESCRIPTION OF WORK:

Structure (Code X281 Miles 0.0)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)
Permanent Pavement Striping (SF) $200
Temporary Erosion Control (EW) 1,000
On the Job Training (EW) 3,200

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 9-23-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,016,129 - Federal Funds $1,859,677.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-28-77	[signature]	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8620

8

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

NOTED
E. S. HUNTER

May 27, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

N.E. Sandy Blvd. Uxing
East Portland Freeway
Multnomah County
Bridge 13512
OR Proj. I-205-7(2)301

Enclosed are two revised prints of Drawings 31992, 22384, 22385, and 31690. The length of span 4 has been increased to 147'-0" to allow for the 12' auxiliary lane with a 6' shoulder on the south-bound freeway side. We did not allow for the 6' shoulder on our original layout. The estimated cost has been increased to $1,655,000 due to the longer length.

All other data is the same as our preliminary submittal of April 28, 1977.

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
L. L. WALLACE
L. L. Wallace
Bridge Design Engineer

Enclosures

cc E. S. Hunter
R. N. Bothman /w/ 2 sets of dwgs.
Program Management

RECEIVED
STATE HWY ENGR
MAY 31 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8620 Form FHWA 121 (Rev. 8-7)

8

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 25, 1977

In reply refer to: HBR.1-OR

SUBJECT: Oregon Project I-205-7(2)301
Preliminary Plans
N.E. Sandy Blvd. U'xing - #13512

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

Mr. Wallace's letter of April 28, 1977 submitted preliminary plans for this structure. These plans are approved.

We do, however, have some general comments on the Foundation Report. We note on many of these I-205 projects that spread footings are recommended and then a design is given for alternate pile foundations. It would appear that the Bridge Foundation Engineer should make one recommendation for the best type of foundation and not add extra information.

In addition, the standard insert on spread footing design is not required. The first section on footing design assumptions is useful, but the latter part containing formulas does not appear too beneficial.

Please streamline your report by considering the above procedures.

For G. L. Green

cc:
OSHD (W Hart)

RECEIVED
STATE HWY ENGR
MAY 27 '77
REFER TO
orig Hart
FOR
Info | Appl | Dft | Sgn | Ret | File

8220

8

Department of Transportation

METROPOLITAN SECTION

5821 N.E. GLISAN, PORTLAND, OREGON 97213

Telephone 238-8226

April 19, 1977

LARRY RICE, Executive Director
Columbia Region Association of Governments
527 Southwest Hall
Portland, OR 97201

To expedite construction on the East Portland Freeway (I-205) and to afford Oregon Contractors a good opportunity to bid on projects, we have split the construction into various small segments. We are anticipating letting 15 projects during this current fiscal year. The following is a list of projects by bid letting date, which should be reflected in your current revision of the CRAG-TIP, FY 77 Annual Element, in respect to the Interstate portion:

	State Share	Project Cost Estimate
May 26, 1977 Bid Letting		
Col. Blvd. Intch. (Owens-Illinois Reloc.)	140,400	1,800,000
SE Market St. U'x'ng	76,440	980,000
June 23, 1977 Bid Letting		
Columbia Slough Frontage Rd.	21,840	280,000
N. Banfield Intch. (UPRR Shoofly) Ph. 1	10,920	140,000
N. Banfield Intch. (NE 102nd Ave. Str.)	128,700	1,650,000
July 28, 1977 Bid Letting		
NE Glisan St.-SE Division St. (SND Barrier & Bkwy)	124,800	1,600,000
SE Division St. U'xing (BLE/Spline)	46,410	595,000
NE Prescott St. U'xing	99,060	1,270,000
Col. Blvd. Intch. (UPRR Shoofly) Kenton Line	35,100	450,000
August 25, 1977 Bid Letting		
NE Maywood Place Section	156,000	2,000,000
SE Foster Rd.-SE Crystal Springs Blvd.	16,458	211,000

	State Share	Project Cost Estimate
September 22, 1977 Bid Letting		
NE Sandy Blvd. Str.	206,700	2,650,000
East Burnside St. Str.	126,360	1,620,000
S. Banfield Intch. (NE 99th Ave.)	17,940	230,000
Col. Blvd. Intch. (Col. Blvd. U'xing)	210,600	2,700,000

We have two projects that are scheduled for letting on May 26, for which Board approval will be necessary at the April 28 meeting, in order to meet the bid letting. For the sake of convenience, we would appreciate Board action incorporating the entire list in FY 77 Annual Element for the TIP.

Your action in expediting this matter is appreciated.

JAMES D. McCLURE
Project Development Engineer

JDM/ldo

cc: H. S. Coulter
L. W. Rulien
W. J. Hart
J. H. Versteeg
D. E. Swan
J. R. Rose

RECEIVED
STATE HWY ENGR
APR 21 '77
REFER TO
FOR
Info | Invest | R/O | D/R | Sign | Act | File

8620

1-205

Salem, Oregon
December 21, 1976

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

K. D. Limbocker
Design Engineer

Sandy Blvd. U'Xing & N.E. Prescott
[redacted]
Multnomah County

The right of way has been reviewed and the following parcels have not been finalized. These parcels need to be cleared before contracts can be let.

Sandy Blvd. U'Xing

File No.	Name
46965	Sandy Blvd. Drive-In Theater
46966	C. Cereghino
49165	R. Watson
49164	R. & M. Lee
46954	G. & J. Guisto

N. E. Prescott

File No.	Name
46954	G. & J. Guisto
49476	D. Corrodo (New File)

LKW:az
cc: J. Oakes
L. Watson

Versteeg ✓
Olson
Scott
Swenson
Savage
Trout

RECEIVED
DEC 22 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

RECEIVED 7620
JUL 20 1972

FHWA-21 (12-67)

UNITED STATES GOVERNMENT

FOR FILING

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO: Mr. George M. Baldwin, Administrator of Highways
E. P. 7. Salem, Oregon

DATE: July 13, 1972

In reply refer to: 10-35.6

FROM: for G. L. Green, Acting Division Engineer
Salem, Oregon

UPRR - Morris

SUBJECT: Oregon Project I-205-7(2)301
Holman St. - N. Benfield Interchange Section
Sandy Blvd. U'xing - #13512

cy Bridge 7-14-72

Preliminary plans for this structure, as revised by Mr. Wallace's June 26 memorandum, are approved.

NOTED
A. E. JOHNSON

7-19-72

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

JUL 18 1972 GPO 917-344

RECEIVED
JUL 11 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 26, 1972

TO Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97308

FROM ORIGINAL SIGNED
L. L. WALLACE
L. L. Wallace
Bridge Design Engineer

NOTED
A. E. JOHNSON

Subject U.P.R.R.-N.E. Morris St. Section
East Portland Freeway
Multnomah County

We have reviewed the comments in your letter of June 1, 1972, regarding the subject project. Our reply to the three items is as follows:

1. We agree that a sidewalk on the north side of the structure could be undesirable due to the free flowing traffic from the freeway off ramp. The north sidewalk will be deleted from our plans.

2. In this particular location we are willing to eliminate the proposed barrier between the roadway and the sidewalk. In addition to your comments, this decision takes into account the relatively low speed of the traffic and the need to provide maximum unobstructed view of the driveways immediately east of the end of the structure.

3. Attached are five copies of the foundation report.

If additional information for approval of our preliminary submittal is required, please advise.

LLW/ag
Attachs.

cc A. E. Johnson
V. E. Skoog
L. H. Young

RECEIVED
JUN 27 1972
OFFICE OF
STATE HIGHWAY ENGINEER

8620

RECEIVED
JUN 5 - 1972
FOR FILING

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

E 17

I-205-7(2)301

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
Attention: A. E. Johnson

DATE: June 1, 1972

In reply refer to: 10-35.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

UPRR - Morris &

6-2-72
Hart

SUBJECT: Oregon Project I-205-7(2)301
Preliminary Bridge Plans
Sandy Boulevard Undercrossing

We have reviewed your preliminary plans submitted March 8 for the above structure. We find them acceptable subject to the following considerations:

1. The sidewalk on the north side of the structure appears to be unsafe. To invite pedestrian traffic through this complex interchange, where free ramp access from the freeway to Sandy occurs, appears to be a great hazard. Also future development does not appear consistent with this access. Access across Sandy and down the south side of the structure would be a much safer route. Also there is no existing sidewalk installed in Sandy at this location. We do not feel we can approve the north sidewalk.

2. Our Washington office had some comments about the barrier rail:

> "Where intersections are close to the structure it is unlikely that a safe barrier terminal can be provided. And the barrier will make it difficult for stranded motorists to escape the roadway on the structure. Thus, the hazards to the motorists will probably out weigh the enhanced safety to the pedestrians."

Please study this problem and let us know if you feel a safe barrier can be installed.

3. Our approval is subject to the foundation report submission and the satisfactory resolution of the substructure design.

RECEIVED
JUN 1972
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 817-344

8620

RECEIVED
MAR 10
FOR FILING

8

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 8,1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97301

NOTED
A. E. JOHNSON

Dear Sir:

Sandy Boulevard Undercrossing
UPRR-N.E.Morris Street Section
East Portland Freeway (I-205)
Multnomah County Bridge 13512

Enclosed are five prints each of drawings 27922 and 27683 which are the preliminary plan and elevation and vicinity map for the Sandy Boulevard undercrossing structure. The foundation recommendations will be forwarded to you when they become available.

A roadway width of 68 feet provides for one lane of traffic each way with a center turning lane and 15-foot shoulders. Sidewalks of 8-foot width are provided on each side. The structure crosses over four lanes of freeway traffic each way and also an off ramp and an on ramp. Because of the lane arrangement and skew angle of the freeway, a three-span (195' - 200' - 140') configuration is proposed. Sandy Boulevard traffic will be carried on an at-grade detour during construction.

A post-tensioned concrete box girder provides the necessary span lengths with a minimum depth. An alternate three-span steel girder structure was considered.

The estimated cost, based on approximate quantities and including an allowance for engineering and contingencies, is $1,434,000 for the post-tensioned concrete box girder and $1,517,000 for the steel plate girder. This is being sent to you as a preliminary submittal for your approval.

Very truly yours,

George M. Baldwin
Administrator of Highways
By

MAR 9
OFFICE OF
STATE HIGHWAY ENGINEER

L. L. Wallace
Bridge Design Engineer

JEB:dh
Enclosures
cc A. E. Johnson
L. H. Young V. E. Skoog

8621 E. Main St.-E. Clay St. 1977
(Monmouth) Sec. of FAU 6680
(Atwater St. S.) (Grading & paving)

CIL 6042 5-12-77

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
9-15-80	CC-2069	

CREDIT DISTRIBUTION

327-1951-295 $428.95
327-1085-295 $506.95

BILL TO: Code:

City of Monmouth
City Hall
Monmouth, Oregon 97361
Attn: Ronald S. Peterson, City Manager

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING Per Attached Itemized Statement: Federal Aid Urban Project M-6680(1) Main Street - Clay Street Atwater Street City of Monmouth Cover by Agreement # 6042 Contract No. 8621			
TOTAL COST			$56,734.76
Less Federal Funds			48,607.95
Less State Share			4,050.91
City Share			4,075.90
City Advance Deposit			3,930.00
			$ 145.90

(Attach Itemized Statement to Invoice)

Advance Deposit Amount ..... $ 3,930.00

Advance Deposit Previously Transferred to Highway Fund ..... $ 3,140.00

Balance ..... $ 790.00

Transfer to Highway Fund ..... $ 790.00

Refund Due ..... $

Amount Due . . . . . $ 145.90

Partial or final request for billing: FINAL

Number of the previous request in connection with this service: CC-1796

Submitted by:
Gary E. Zehner

Approved:
D. E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: September 15, 1980

CITY MONMOUTH Contract No. 8621 Date Completed 7-28-78

PROJECT # M-6680(1) Section Main Street-Clay Street, Atwater Street

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Preliminary Engineering		$ 6,041.54
Contract Payments		45,079.31
Construction Engineering		5,406.07
EEO Expense		182.85
Interest		24.99
TOTAL COST		$56,734.76
Federal Funds		48,607.95
BALANCE		$ 8,126.81
Non-Participating Costs:		
Interest	$24,99	
Const. Engineering	57.15	(82.14)
		$ 8,044.67
State Share:		
50% of ($8,044.67 + $57.15) =		$ 4,050.91
City Share:		
50% of($8,044.67 + $57.15) + $24.99 =		$ 4,075.90

Reference: Billing Form CC-2069

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY-12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

ST. VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD

FROM 4-7-77

TO 10-29-79

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

MONMOUTH
M-6600(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$86,734.76	$55,652.62	86.80%	$48,307.86	$48,607.96	$ 0.00

RECEIVED DIVISION OFFICE

BY Oregon DATE

DIVISION OFFICE REVIEW MADE

BY DATE 9/15/80

PASSED FOR PAYMENT

BY DATE W. E. Skeen Controller

REMARKS

CC-2096 9-12-80

2

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

327-1085
327-1951

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	E. Main St.-E. Clay St. Monmouth FAU 6620 (Winter St. S) Polk County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$ 6,041.54	
	Construction					
	Type Code 620)					
	Roadway (Sta. 6+55 To Sta. 10+65)					
	Final Contract Payment Summary	Lump Sum			$46,078.31	
	Construction Engineering					
	State	All Required			5,348.92	
	Misc. Project Costs					
	EEO Monitoring Expense	All Required			182.85	
	Total Participating Cost				$56,652.62	
	Nonparticipating Cost					
	Interest on Final Payments	All Required			24.99	
	Construction Engineering	All Required			57.15	
	Total Nonparticipating Cost				$ 82.14	
	Total Project Cost				$56,734.76	
	Prepared based on participating cost as shown on Federal Billing as of 3/20/80.					

AMOUNT CARRIED FORWARD . . .

		327	1950	298	00	N	9				528.22
		327	1950	901	00	P	1				528.71
		327	19[illegible]	901	00	N	1				10.50
		327	1950	905	00	P	1				95.12
		327	1950	915	00	P	1				116.91
				TOT		P	1				640.24
				TOT		N	1				10.50
				** JOB TOTALS **				**	**	**	650.74 **
MAIN ST-CLAY ST(MONMOUTH)	CONT NO			* FA PROJ NOS M		680001	100				STATE
		327	1951	296	00	N	9				5,183.64CR
		327	1951	298	00	N	9				5,183.64
		327	1951	901	00	P	1				3,035.47
		327	1951	902	00	P	1				45.13
		327	1951	905	00	P	1				1,608.89
		327	1951	910	00	P	1				698.80
		327	1951	914	00	P	1				118.43
		327	1951	921	00	P	1				523.91
		327	1951	923	00	P	1				10.91
				TOT		P	1				6,041.54
				** JOB TOTALS **				**	**	**	6,041.54 **
MAIN ST-LACREOLE, DALLAS	CONT NO			FA PROJ NOS M		120001	100				STATE
		327	1957	295	00	N	9				1,820.00
		327	1957	296	00	N	9				30,[illegible]0.00CR
		327	1957	298	00	N	9				29,160.00
		327	1957	901	00	P	1				21,326.32
		327	1957	901	00	N	1				TON.27
		327	1957	902	00	P	1				49.29
		327	1957	903	00	P	1				21.80

TOTAL TO DATE JOB COST SUMMARY — JULY 1980 — PAGE 649

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	327	1957	905	00	P 1	65.10	65.10	6,090.65
	327	1957	907	00	P 1			2.40
	327	1957	909	00	P 1			4,857.69
	327	1957	910	00	P 1			1,802.51
	327	1957	911	00	P 1			231.47
	327	1957	913	00	P 1			1,547.51
	327	1957	914	00	P 1			146.30
	327	1957	918	00	P 1			91.65
	327	1957	920	00	P 1			12.14
	327	1957	922	00	P 1			17.28
	327	1957	923	00	P 1			66.43
	327	1957	950	00	P 1			95.61
			TOT		P 1	65.10	65.10	36,780.56
			TOT		N 1			104.27
			** JOB TOTALS **			65.10 **	65.10 **	36,884.83 **

	326	1095	915	00	P	1		85.42	79	80
	326	1095	920	00	P	1		11.88	78	78
	326	1095	950	00	P	1		92.86	77	77
	326	1095	985	00	P	1		130.19	77	78
			TOT	P1				597,285.99		
			TOT	N1				410.31		
			** JOB TOTALS **				**	597,696.25 **		
E MAIN-E CLAY (MONMOUTH)	CONT NO 8621		FA PROJ NOS M		680001 100				STATE	
	327	1085	201	00	P	1		95,079.31	78	78
	327	1085	206	00	N	1		24.99	78	78
	327	1085	295	00	N	9		3,140.00	78	78

TOTAL TO DATE JOB COST SUMMARY — JULY 1980 — PAGE 181

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR			CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	327	1085	296	00	N	9			46,564.31CR	78	79
	327	1085	298	00	N	9			43,424.31	78	79
	327	1085	900	00	P	1			5,241.87	77	79
	327	1085	900	00	N	1			57.15	77	78
	327	1085	920	00	P	1			13.40	79	79
	327	1085	950	00	P	1			93.65	78	78
	327	1085	985	00	P	1			182.85	78	78
			TOT	P1					50,611.08		
			TOT	N1					82.14		
			** JOB TOTALS **					**	50,693.22 **		
COURT WAY H JACSON ST H	CONT NO 9113		FA PROJ NOS M		685001 90				M 685001 10 STATE		
	327	1093	201	00	P	1	86,204.92	86,204.92	86,204.92	80	80
	327	1093	204	00	P	1	4,310.25CR	4,310.25CR	4,310.25CR	80	80
	327	1093	296	00	N	9	912.31CR	912.31CR	3,498.43CR	80	80
	327	1093	298	00	N	9	912.31	912.31	3,498.43	80	80
	327	1093	900	00	P	1	3,690.74	3,690.74	7,222.10	80	80
	327	1093	900	00	P	8	410.06	410.06	790.44	80	80
	327	1093	900	00	N	1			31.50	80	80
	327	1093	900	00	N	8			3.50	80	80
	327	1093	920	00	P	1			51.23	80	80
	327	1093	920	00	P	8			5.70	80	80
			TOT	P1			85,585.41	85,585.41	89,168.05		
			TOT	P8			410.06	410.06	796.14		
			TOT	N1					31.50		
			TOT	N8					3.50		
			** JOB TOTALS **				85,995.47 **	85,995.47 **	89,999.19 **		
TILLAMOOK INSP PMS 0005 (72)	CONT NO		FA PROJ NOS PMS 005092 100						STATE		
	329	1005	296	00	N	9			14.78CR	79	79
	329	1005	298	00	N	9			14.78	79	79
	329	1005	915	00	P	1	186.45	186.45	186.45	80	80

#8621 ☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 738 - 820 10-24-79

cc: State (H. S. Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Polk	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
10-24-79	Bill Kappus, Area Engineer	M-6680(1)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
7-28-78	10-6-78	$\frac{162}{115}$ = 140 %	115 CWD

APPROVED EXTENSIONS	LOCATION
47 CWD	See below

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

E. MAIN ST.-E. CLAY ST. (MONMOUTH)
FAU-6680 (ATWATER ST. S.)
Grading, Drainage & Paving

This project provided for grading, draining, and paving of a 36 ft. curbed section to accommodate two-way traffic with 5 ft. sidewalk/ bikeway on each side of the roadway on Atwater Street from Main Street to Clay Street, Monmouth, Oregon.

The final project cost of $50,179.31 was very close to the original estimate of $50,139.55. A time extension of 47 days was granted due to time required to correct an unanticipated subgrade problem.

A final inspection of the completed work was made on September 28, 1978.

All appropriate documents have been received and acceptance is recommended.

RECEIVED
STATE HWY ENGR
NOV 2'79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

11-2 cf

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed By WILLIAM H. KAPPUS W. H. Kappus Area Engineer		SIGNATURE: Original Signed By G. K. HOSSNER Field Operations G. K. Hossner Engineer	
TITLE: Area Engineer	DATE: 10-29-79	TITLE: Field Operations Engineer	DATE: 10-29-79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8621

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2069
MONTHLY TRANSACTION NUMBER 3-116		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Polk
MODIFICATION NUMBER 1	3-20-79	Project Number M-6680(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 29 , 19 77 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 54,263.00	$ 57,300.00
Federal funds	$ 46,555.00	$ 49,162.00
Other revisions		

This modification is made for the following reasons:

To include additional work under E.W.O.#2.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20th day of March , 19 79 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E V Coulter

Asst. State Highway Engineer
(Title)

By ~~XX For: H. S. Coulter~~

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Gen. file

Oregon State Highway Division
Salem, Oregon March 13, 1979

Federal Aid Project
No. M-6680(1)

E. Main St.-E. Clay St. (Monmouth)
FAU 6680 (Atwater St. S.)
Polk County

Revised Project Agreement Estimate

Type Code P.E.		
Preliminary Engineering	All Required	$ 6,500.00
	Total	$ 6,500.00
Type Code 6201		
Roadway (Sta. 6+55 to Sta. 10+65)		
Subtotal of previous estimate of November 25, 1977		$41,715.00
Additional Added Item		
Drainage Work E.W.O.#2	All Required	$ 2,471.00
	Subtotal	$44,186.00
	Engineering	6,614.00
	Total	$50,800.00

Length of Roadway. . . . . 0.078 mi.
Cost of Roadway Per Mile . $651,282.51

Work Retained in Program Status		
(not included in amounts below)		
Work by City of Monmouth Sewer & Power	All Required	$ 2,000.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 6,500.00	$ 5,576.00	$ 462.00	$ 462.00
Roadway	50,800.00	43,586.00	3,607.00	3,607.00
Total	$57,300.00	$49,162.00	$4,069.00	$4,069.00

Group 1 - 100%
Contract No. 8621
Prefix 327-1085
Prefix 327-1951

8621

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	
MONTHLY TRANSACTION NO. 12-16		State Oregon
	FEDERAL-AID PROJECT AGREEMENT	County Polk
	11-29-77	Project No. M-6680(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

E. Main St.- E. Clay St. (Monmouth)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	4-7-77	0.078
RIGHTS-OF-WAY		
CONSTRUCTION	9-28-77	0.078
OTHER *(Specify)*		

ESTIMATED TOTAL COST OF PROJECT	FUNDS FEDERAL FUNDS Pro rata 85.8%
$ 54,263.00	$ 46,555.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official Name of Highway Agency)

By E. J. Kuntz

Technical Services Engineer
(Title)

By H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator 11-29-77

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen file

Oregon State Highway Division
Salem, Oregon November , 1977

Federal Aid Project
No. M-6680(1)

E. Main St.-E. Clay St. (Monmouth)
FAU 6680 (Atwater St. S.)
Polk County

Project Agreement Estimate

Type Code P.E.			
Preliminary Engineering	All Required		$ 6,500.00
Type Code 6201			
Roadway (Sta. 6+55 to Sta. 10+65)			
Mobilization	All Required		$ 4,000.00
Temporary Protection and Direction of Traffic	All Required		2,000.00
Temporary Signs	55 Sq. Ft.	6.00	330.00
Temporary Barricades	1 Each	125.00	125.00
Temporary Continuous Rail Traffic Barriers (Reflectorized)	75 Lin. Ft.	6.00	450.00
Flagmen	80 Hour	20.00	1,600.00
Removal of Structures & Obstructions	All Required		1,500.00
General Excavation	All Required		8,000.00
Trench Excavation	122 Cu. Yd.	10.00	1,220.00
1"-0 Aggregate Base	520 Ton	7.00	3,640.00
Class "C" Asphalt Concrete	280 Ton	20.00	5,600.00
12-inch Sewer Pipe	388 Lin. Ft.	10.00	3,880.00
Concrete Manholes	1 Each	900.00	900.00
Concrete Inlets, Type D	1 Each	400.00	400.00
Concrete Inlets, Type G-1	2 Each	375.00	750.00
Concrete Walks	340 Sq. Yd.	11.00	3,740.00
Concrete Driveways	50 Sq. Yd.	17.00	850.00
Concrete Curbs	780 Lin. Ft.	3.50	2,730.00
	Subtotal		$41,715.00
	Engineering		6,048.00
	Total		$47,763.00

Length of Roadway . . . . . 0.078 mile
Cost of Roadway Per Mile. $612,346.15

Work Retained in Program Status
(not included in amounts below)

Work by City of Monmouth (Water Sewer & Power)	All Required	$ 2,000.00

SUMMARY OF FUNDS (85.8%)

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 6,500	$ 5,576	$ 462	$ 462
Roadway	47,763	40,979	3,392	3,392
TOTAL	$54,263	$46,555	$3,854	$3,854

Group 1 - 100%
Contract No. 8621
Prefix 327-1085
Prefix 327-1951

8621

Monmouth

Salem, Oregon
December 18, 1978

Fred Eriksen
Design Engineer Supervisor

Keats Oliver
Resident Engineer

East Main St.-East Clay St.
([redacted] Section
City Street
Polk County

Your "As Constructed Narrative Report" indicates you had trouble with a wet subgrade. The old field drains you encountered were one of those little surprises that crop up now and then on projects. The solution you used on the wet subgrade, of coarser rock and added depth, has been successful many times in the past, I'm sure.

FE:jh
cc: C. T. Keasey
C. O. Fredrickson

8621

October 10, 1978

Rathbone, King & Seeley
1 S.W. Columbia
Portland, OR 97201

Gentlemen:

On October 9, 1978, we wrote to you concerning release of final payment on Contract No. 8621 awarded to Velsm Contracting Corp. for work on the E. Main Street-E. Clay Street Section of Atwater Street S. in Monmouth, Polk County.

Final payment on this contract is $4,376.12 and the total contract amount is $45,079.31 including $2,371.36 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Velsm Contracting Corp.
2705 Lancaster Drive
Salem, OR 97303

Updegraff-Gardner Insurance, Inc.
776 Commercial S.E.
Salem, OR 97302

bc C. T. Keasey
Walt Hart
C. O. Fredrickson

8621

September 12, 1978

Velan Contracting Corporation
3797 Ivy Way
Salem, OR 97303

Gentlemen:

We have carefully reviewed your request for an increase in the number of calendar work days on Contract No. 8621, E. Main St.-E. Clay St. (Monmouth).

A 47-day extension of time is hereby granted as a result of delays related to the wet subsurface conditions. This eliminates all liquidated damages.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:fr ia

bc FHWA
C. T. Keasey
C. O. Fredrickson
Robert Church
Keats Oliver
Richard Hacek

FORM 81-734-2020

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8621

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 11, 1978

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
E. Main St.-E. Clay St. (Monmouth)
Polk County
Contract No. 8621
FAP No. M-6680(1)

Velam Contracting Corporation, contractor on the subject project, has requested a 47-day increase in calendar work days in order to complete the project. The contractor's request is based on wet subsurface conditions, surfacing design change and extra work.

A high water table exists in the area of the project, and, combined with wet weather, this condition prohibited the contractor from pursuing the contract work. The wet condition was such that the Resident issued a verbal order which prohibited the contractor from working the subgrade from May 4 until June 5 (32 calendar work days). During this time, drain pipes were installed under extra work (E.W.O. 2) to prohibit ground water from reaching the subgrade and subexcavation and special backfill due to poor foundation material was required and performed as extra work.

The Resident Engineer issued another verbal order which prohibited the contractor from placing any base rock due to the unstable condition of the subgrade. This condition resulted in a base design change (P.A. 1) to strengthen and bridge over the soft subgrade. The contractor's operations were down from June 16 until July 12 (27 calendar work days). Resident Engineer's orders prohibited work a total of 59 days. Additional time was also lost due to a utility conflict but consideration is not essential in granting this request.

The wet subsurface conditions existed from the time work began through the life of the project. Any unanticipated extra work was done because of the wet conditions. The Resident's orders delaying work was related to the unusually wet subgrade. It is recommended the contractor be granted the 47-day time extension. This will eliminate all liquidated damages.

A rough draft letter to the contractor is attached. FHWA approval will not be required.

OBJ:fr

Att.

cc: C. O. Fredrickson
Keats Oliver
Robert Church

RECEIVED
STATE HWY ENGR
SEP 12 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

~~B-250~~ (Rev. 8-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date 8-7, 1978

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 115 days to 162 days, within which to complete our Contract No. 8621, without the assessment of liquidated damages. The said contract is described as follows:

E. MAIN - E CLAY STREET (MONMOUTH) SECTION

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Respectfully submitted,

VELAM CONTRACTING CORP.
Contractor

By John Lambrie

CONSENT OF SURETY

Date August 11, 1978

We, PEERLESS INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

PEERLESS INSURANCE COMPANY
By Alice Dahlen
Attorney-in-fact

Alice Dahlen
UPDEGRAFF-GARDNER INSURANCE, INC.
by Alice Dahlen
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6621 Contractor Velan Contracting Corp.

Highway FAU 6680 (Atwater Street)

Section E. Main St. – E. Clay Street (Monmouth)

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

A 47-day time extension is hereby granted for delays due to wet subsurface conditions.

Recommended for Approval:

..... Regional Engineer

O. B. Jackman
For Construction Engineer or ~~Bridge Engineer~~

..... State Highway Engineer

Contract No.	6621
Project designation	H-6680 (1) State-Federal
Date awarded	11/7/77
Work started	4/3/78
Per cent completed	7/28/78 Date
No. of Workdays Allowed	115
No. of Workdays Used	162
No. of Added Workdays Requested	47

SP*67866-734

8621

8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: E Main Street-E Clay Street(Monmouth)		WEEK ENDING: Aug 12, 1978
		SECTION PREFIX: 327-1085
HIGHWAY: Atwater Street		COUNTY: Polk
NAME OF JOB: E Main Street-E Clay Street(Monmouth)	KIND OF WORK: grade and pave	
CONTRACTOR: Velam Contracting Corp	CONTRACT NUMBER: 8621	FEDERAL AID PROJECT NUMBER: M-6680(1)
DATE OF CONTRACT: 11/7/78	DATE WORK STARTED: 4/3/78	ESTIMATED COMPLETION DATE: 7/28/78
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 115	CALENDAR DAYS USED: 162
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 141
PROJECT AUTHORIZATION: $ 50,139.53		
EXCLUSIVE OF ENGINEERING: $ 45,760.55	ENGINEERING AUTHORIZATION: $ 4,379	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 44,800	ENGINEERING COST TO DATE: $ 4,379	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98
ESTIMATED PERCENT: OVERRUN / UNDERRUN: - 2.1 %	PERCENT OF AUTHORIZATION: 100 %	DATE PROJECT WAS COMPLETED: July 28, 1978

semi-final estimate was submitted on X Aug 9th.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.07	0.07			0.07
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.07	0.07			0.07
TOTAL ESTIMATED QUANTITIES (CONTRACT)	100 %	520 T			280 T
TOTAL QUANTITIES CORRECTED TO DATE	Same	428			316
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	Same	428			316
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

K

RECEIVED
AUG 14 1978
CONSTRUCTION
BRANCH

Keasey — Richards
Jackmond — Berg
Imloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY Aug 7, 1978	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate was delivered to Region Office on Wed.

PROJECT COMPLETED

FINAL REPORT

SIGNED Keats Oliver, Res. Engr. LOCATION Albany

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8621

OREGON STATE HIGHWAY DIVISION

Form 81-724-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Monmouth
City Hall
Monmouth, OR 97361
Attention of Ron Peterson
City Manager

Request No. (assigned by staff engineer or head of section) CC 1796

Date February 16, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: ADVANCE DEPOSIT $3,930.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained in Advance Deposit	$790.00	
		To be transferred to State Highway funds for the E. Main St.-Clay St. Sec. (FAU 6680) Acct. Ref. MONMOUT-001806-LPU		3,140.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 3,390.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 327-1085-295

Submitted by: Fred Hildebrandt
F. Hildebrandt

Approved:
Regional Engineer

Approved: Gerald Wimer
Gerald Wimer Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8621

8

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

September 30, 1977

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
October 20, 1977 Bid Letting

TO: F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened October 20 on the following projects:

1. Albany-Corvallis Highway at Circle Blvd.
   Benton County

   Grading and paving

   Bicycle trails will not be included as the project consists of minor grading and surfacing to obtain a left-turn refuge. Four-foot shoulders will be provided throughout the project.

2. Pacific Highway East at S. Ivy St. (Canby)
   Clackamas County

   Paving and signals

   Paving incidental to signal installation

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Muddy Creek Bridge
   FAP No. 4S-436(2)
   Lane County

   Grading, paving and structure

   Paving incidental to channel change and structure replacement. 30-foot roadway on structure and roadway.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "Footpaths

and trails are not required to be established... if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

4. Jessie M. Honeyman State Park
   Lane County

   Sewage disposal

   Same as No. 2

5. Albany-Junction City Highway at SW 34th Ave (Albany)
   Linn County

   Grading, paving and signals

   Existing Class III bikeway to be replaced in kind.

6. NE Sandy Blvd U'xing
   East Portland Freeway
   Multnomah County

   Grading, paving and structure.

   Eight-foot Class II sidewalk/bikeway to be incorporated on structure and approaches.

7. E. Main St-East Clay St (Monmouth)
   Atwater Street S
   Polk County

   Grading and paving

   Five-foot sidewalks to be constructed.

8. NE Broadway St-SE Harrison St (Portland)
   Pacific Highway East
   Multnomah County

   Grading, paving and signing

   Seven-foot sidewalks to be constructed.

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Hamwall

8621 9-28-77 8

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: M-6680(1)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.:

COUNTY NAME: Polk

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 29 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
9-28-77	9-28-77	FAU 6680	City street

GENERAL LOCATION:

"Main St.-Clay St. (Monmouth) Sect"

GENERAL DESCRIPTION OF WORK:

Grade, drain, and high type pavement (Code 6201 Miles 0.077)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☒ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Swan's September 23, 1977, request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $48,257 - Federal Funds $41,403.

A signed copy of the Title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-28-77	G K Hammer	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8621

bc: w/att. Phil Stearns - Upon receipt of City's check, notify Virgil Boyd at 378-6563, attach a copy of the notification of advance deposit No. AD-331 and submit to Finance Branch.

October 21, 1977

City of Monmouth
City Hall
Monmouth, OR 97361

ATTN: Ron Peterson
City Manager

10-21-77 (4:40 pm) Peterson & Stearns called this date re I related following content. DmH.

Gentlemen:

On October 20, 1977, a satisfactory bid was received from VeLam Construction Corporation, 2705 Lancaster Dr., N.E., Salem, Oregon, 97303 for construction on the East Main St.-Clay Street (Monmouth) Section, FAU 6680.

The anticipated construction cost based on their bid is as follows:

Bid Items	$41,715.00
Anticipated Additional Items:	
Mail Box Remove & Reinstall	75.00
Adjust Utilities	
City of Monmouth: Water, Sewer, Power	2,000.00
4½% Contingencies	1,970.55
10% Engineering	4,379.00
ESTIMATED TOTAL COST	$50,139.55
Estimated Preliminary Engineering	6,000.00
	$56,139.55
City's Advance Deposit:	
7% of $56,139.55 = $3,929.77 or	$ 3,930.00

(10-25-77) AD 331 calls for $3,390, notified Stearns to change before sending to Finance. N

Please make your check in the amount of $3,930.00 payable to the Oregon State Highway Division and send it to Mr. Phillip Stearns, Region 2 Federal Aid Engineer, P.O. Box 14030, Salem, Oregon, 97310 prior to November 10, 1977.

Very truly yours,

/s/ Prange

Robert H. Prange
Local Projects Manager

FFH:lml

N

4+K N

N M P Dm H.

8621

PROJECT MANAGEMENT OFFICE MEMO

Date 10-7-77

Subject City of Monmouth Fairs File No.

Received (call) (~~visit~~) from Phil Stearns

Address

Made (call) (visit) to Phone

Reason for contact and general discussion:

Ron Peterson of City of Monmouth called
Fairs on Oct sitting.
Financing problems on City's part
Can provide #4000+ required within 15 days
& will so advise City
This is within 30 days specified in our contracts

Signature J Wenet

File ( ) (S) (V) ( ) (S) ( ) ( ) ( ) Reynoldson (LJ)
Circulate: PME LGE OPE FAE CCE OM Other

V

8621

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections & Summary
3	Plan & Profile

9-16-77

STATE

STATE HI

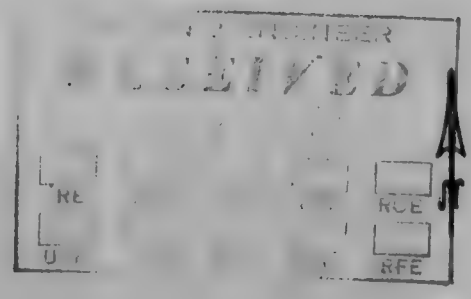
PLANS FOR

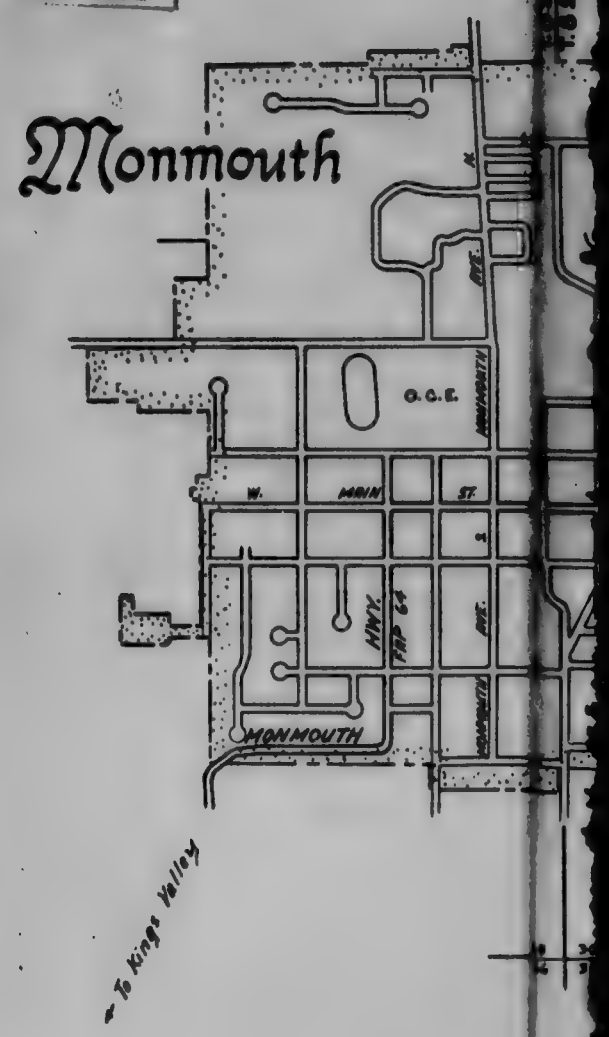
E. MAIN ST. ~ E. CL

FAU 66

PO

RECEIVED





APPROVED
CITY OF Monmouth
BY MAYOR Richard Linden
BY RECORDER Joan E. Howard
DATE 9/16/77

Scal

6-77

STATE OF OREGON

STATE HIGHWAY DIVISION

PRELIMINARY COPY
AUG 25 1977
SUBJECT TO CHANGE
FINAL DESIGN UNIT

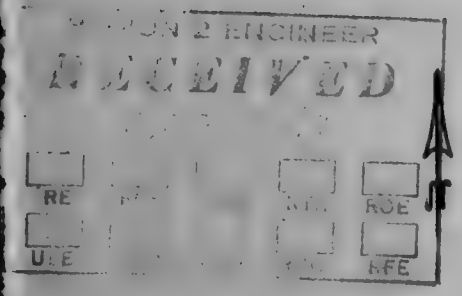
PLANS FOR PROPOSED PROJECT

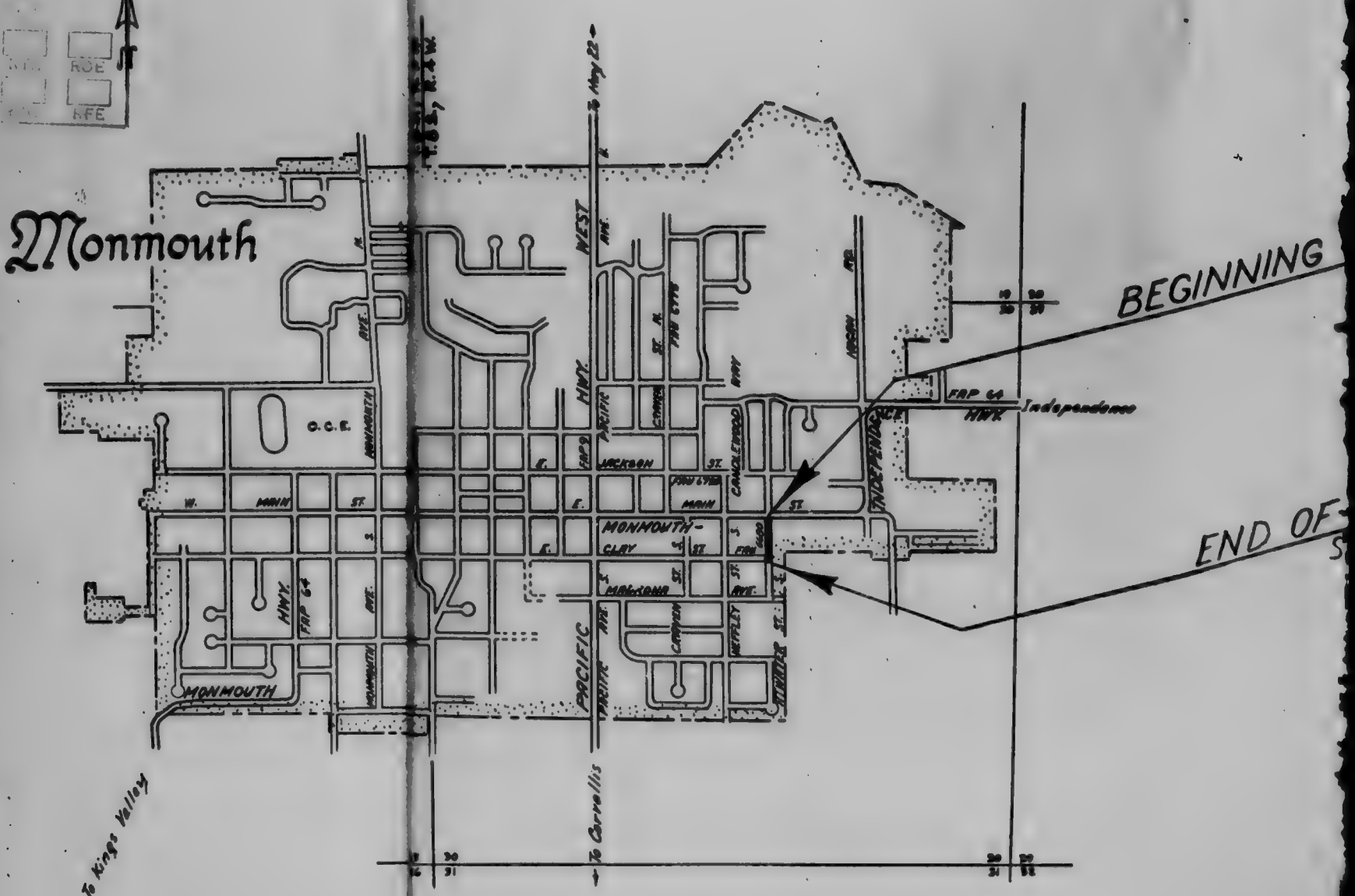
MAIN ST.~E. CLAY ST. (MONMOUTH) SEC

FAU 6680(ATWATER ST. S.)

POLK COUNTY

DIVISION 2 ENGINEER
RECEIVED





Sketch Map
Scale 0 800 1600 Feet

E OF OREGON

GHWAY DIVISION

OR PROPOSED PROJECT

PRELIMINARY COPY
AUG 25 1977
SUBJECT TO CHANGE
FINAL DESIGN UNIT

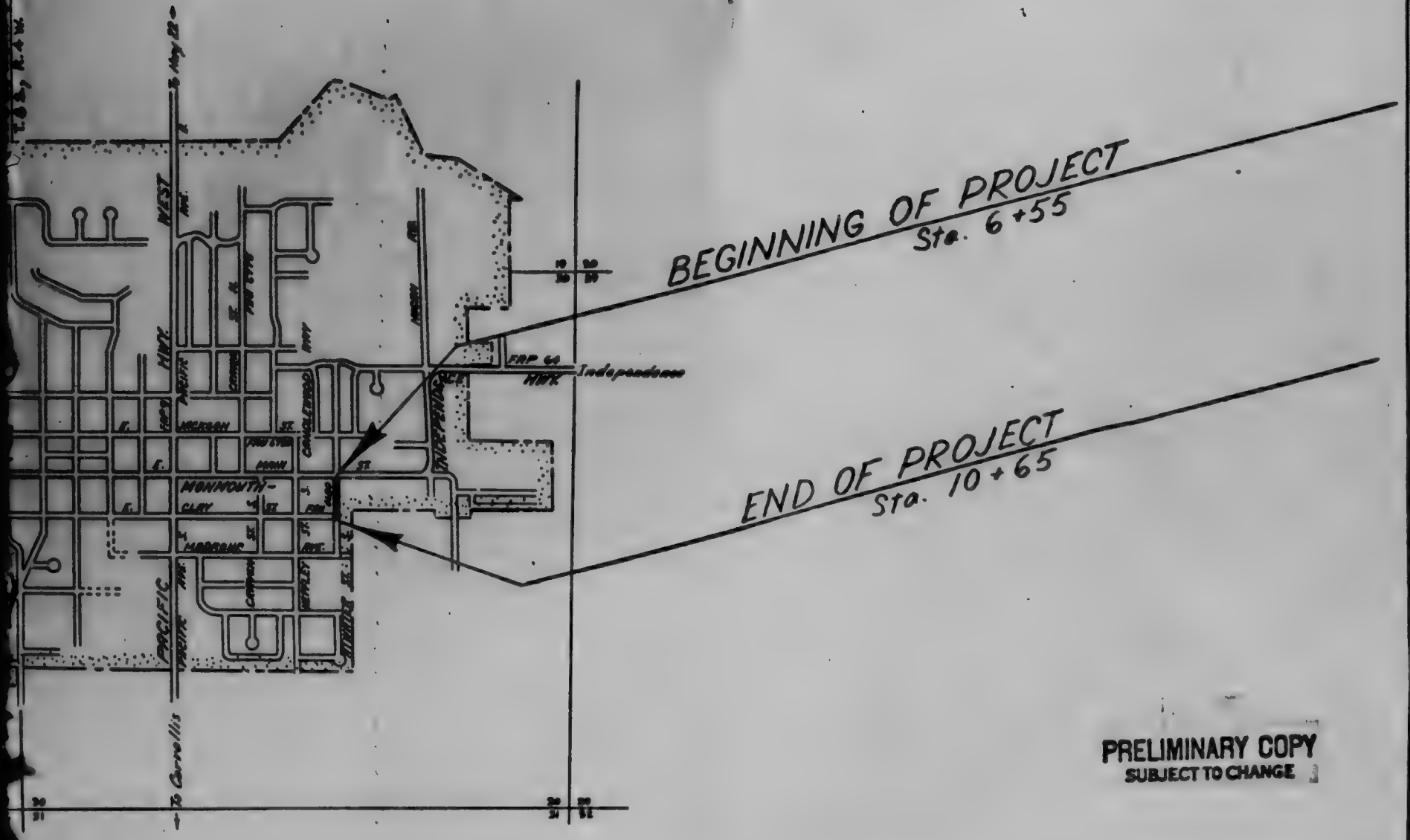
E. MAIN ST.~E. CLAY ST.(MONMOUTH) SEC. FAU 6680(ATWATER ST. S.) POLK COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FAU

LAY ST.(MONMOUTH) SEC.

80(ATWATER ST. S.)

OLK COUNTY



PRELIMINARY COPY
SUBJECT TO CHANGE

Sketch Map

Scale 0 800 1600 Feet

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DISTRICT ENGINEER — DATE

8621

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

8-23-77

RECEIVED
AUG 24 1977
DISTRICT II
R/W. OFFICE

Attention: Right-of-Way Section

Subject: Federal Aid Project No. M-6680 (1)
Project Name Main Street-Clay Street (Monmouth)

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

8/29/77
CC: D.E. Swan
C.T. Keesey
J. Chidsey

Signed at Monmouth, Oregon, this 23rd day of August, 1977

City of Monmouth

Certified By:

J W Hudson
Regional Right-of-Way Supervisor
Date 8/25/77

RECEIVED
AUG 25 1977
RELOCATION UNIT

Richard D Embon
Mayor

Joan E Stevenson
City Recorder

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

8621

LOCATION NARRATIVE & SPECIAL PROVISIONS

7-28-77

Main St.- Clay St. (Monmouth)
Atwater Street FAU 6680
Polk County
July 19, 1977

HISTORY: This project was initiated from a Federal Aid request from the City of Monmouth. The project was visited by Region 2 Project Review Team on January 21, 1977 (see attachment No. 1). Authority for Survey was submitted January 26, 1977 and approved April 7, 1977. Funding for the project is FAUS.

Environmental Assessment classifies the project as Catagory 3, Non-Major Action.

ALIGNMENT: Construction centerline is right of way centerline. Construction centerline was projected from "P" line and not actually run in the field.

The "P" line was run through property pins located along the west edge of Atwater St. Property pins were located and tied along east edge of the street also. The "P" line is referenced by the located pins on the line.

Begin project Sta. 6+55, end project Sta. 10+65.

TYPICAL SECTION: 36' paved curb to curb. Type "C" curb and concrete walks abutting the curbs. Combined width of curb and walk is 5'. Dimension from back of walk to R/W line is 10'.

City specified 15' curb radius. Curb to curb width on Main St. west of project is 44'. Curb returns on Main St. and were designed to match the existing completed portions on Main St. to the west.

The surfacing design as recommended by Clarence Gregg (Attachment No. 2) is:

1 1/2"	AC (Future) Final Application.
3"	Class "C" AC wearing surface.
6"	1"-0" Aggregate Base (No leveling course).

EARTHWORK: Work on the project will involve 330 C.Y. general excavation and 125 C.Y. trench excavation. About 180 C.Y. of embankment will be required. Excess excavated materials may be disposed of on City of Monmouth property located 2 blocks east and 4 blocks north of the project.

DRAINAGE: Drainage was designed to utilize the existing 12" concrete storm drain along Main St. This drainage flows east and north. Future drainage installations along Atwater St. from Clay St. south would drain southerly.

Work will consist of removing 140' of existing 12" concrete storm sewer along the south side of Main St. One-hundred and eight feet will be installed on a new grade to pick up water from inlets on Atwater Street.

An alternate connection is shown in the calculations for drainage along south side of Main Street west of Atwater Street.

TRAFFIC CONTROL: Atwater Street can be closed to through traffic during construction.

UTILITIES: A new sewer line installtion is in progress as of this writing. A map of the proposed sanitary sewer is included in location records. A gas line at Sta. 8+56 may conflict with the proposed storm sewer. Grade of the proposed 8" storm sewer should clear the sanitary sewer line.

MATERIALS: Materials can be supplied from local commercial sources.

- SUGGESTED SPECIAL PROVISIONS -

Temporary Protection & Direction of Traffic: Payment for work under this item will include payment for temporary signing, barricades, traffic cones, flagging and other items in Section 110 as required to comply with the standard specifications. Progress payments may be based on the percentage of contract items completed.

Removal of Structures & Obstructions: Work under this item will be removal of 140 lineal feet of existing 12" concrete culvert.

General Excavation: Payment for work under this item will include payment for embankment construction and disposition of excess excavated materials.

Class "C" Asphaltic Concrete: Payment for this item will be as per Specification 401.83.

Concrete Walks 4-inch: Payment for work under this section will include payment for constructing three wheel chair ramps at locations shown on the plans.

Concrete Driveways: Payment for work under this item will include payment for the area of sidewalk which falls in the driveway limits.

Additional Anticipated Items:

(1) Permanent Pavement Striping

(2) Remove and Reinstall Stop Sign

(3) Remove and Reinstall Mailbox.

(4) Adjust Gas Line. (No estimate)

This work may not be required.

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION Main St.-Clay St. (Monmouth) UNIT OR PART _____ Sheet 1 of 1

HIGHWAY Atwater St. FAU 6680 PREFIX 327-1951 COUNTY Polk

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
1.	110	Mobilization	Lump Sum	All (8%)		2684
2.	111	Temp. Protection & Direction of Traffic	Lump Sum	All (3%)		977
3.	202	Removal of Structures & Obstructions	Lump Sum			245
4.	203	General Excavation	Cu. Yd.	327	5.00	1635
5.	206	Trench Excavation	Cu. Yd.	130	10.00	1300
6.	305	1"-0 Plant-Mix Aggregate Base	Ton	575	8.00	4600
7.	401.83	Class "C" Asphaltic Concrete	Ton	280	30.00	8400
8.	603	8-inch Concrete Storm Sewer	Lin. Ft.	332	9.00	2988
9.	603	12-inch Concrete Storm Sewer	Lin Ft.	162	13.00	2106
10.	604	Inlets, Type G-1	Each	3	450.00	1350
11.	604	Inlet, Type D	Each	1	500.00	500
12.	608	Concrete Walks 4-inch	Sq. Yd.	356	14.00	4984
13.	608	Concrete Driveways	Sq. Yd.	37	16.00	592
14.	609	Concrete Curb, Type C	Lin. Ft.	762	4.50	3429
15.		Extra For Paving Driveways	Each	3	150.00	450
		Subtotal Bid Items				36,240
		Engineering & Contingencies				7248
		Additional Anticipated Items.				
		Adjust Stop Sign		One	50.00	50
		Adjust Mail Box		One	50.00	50
		Permanent Pavement Striping		All	300.00	300
		Adjust Gas Line (No Estimate)				
		Total Project				43,888

8621

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: Main St.-Clay St. (Monmouth)
Highway: F.A.U. 6680 (Atwater St.)
County: Polk
Prefix: 327-1951
Res. Engr. D. Thurston

Date July 13, 1977
Ten Year
Traffic Coefficient 4.9
18 kip s.a. per day 1.7
R value 11
Frost Penetration - - - -
CBE Total Requirement 15.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Stage)	3.0
3.0"	A.C. (Cl. C)	6.0
6.0"	A.B. (1.0"-0)	6.0
10.5"		15.0"

1.0"	Asphaltic Concrete Wearing Surface & Base	= 2.0" Aggregate Base
1.0"	Cement Treated Base	= 1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	= 1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	= 1.5" Aggregate Base
1.0"	Oil Mat	= 1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	= 1.0" Aggregate Base
1.0"	Aggregate Subbase	= 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City

NOTED
FOR ... HOURS

PROJECT MANAGEMENT
JUL 15 '77
REFER TO: Wimer
FOR
Info | Investigate | R/D | Action | File | Letter | See me

8621

May 12, 1977

City of Monmouth
City Hall
Monmouth, OR 97361

Attention: Joan E. Howard
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 6042

Gentlemen:

Attached for your files is a fully executed copy of an agreement for improvement of the Main Street-Clay Street (Monmouth) Section of Atwater Street.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Read
COMMISSION SERVICES

ckr

Attachment

bc: Don Harwell (agreement attached)

8621

4-20-77

Mayor
Richard D. Emken

Council Members
Daniel G. Cannon
Patricia A. Jaffer
Stanley J. Kenyon
Gail C. Meyer
Judith L. Miller
Gale Roid

City of Monmouth
Oregon 97361

Monmouth Owns its Water and Electric Systems

City Manager
Ronald S. Peterson

City Recorder
Joan E. Howard

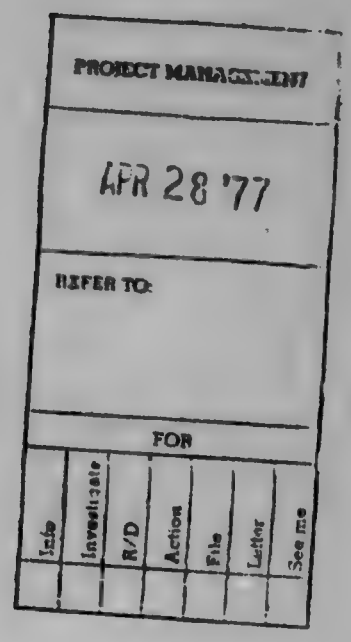
STATE OF OREGON)
) ss.
COUNTY OF POLK)

I, Joan E. Howard, certify that I am City Recorder of the City of Monmouth, Oregon and that as such I am the official custodian of the records of the city, and that attached hereto is a exerpt taken from the city council minutes dated April 5, 1977 which is a true copy.

Joan E. Howard

Joan E. Howard
Recorder-Treasurer

Date: April 20, 1977



The regular meeting of the Monmouth City Council was called to order at 8:00 p.m. Tuesday, April 5, 1977, in the council chambers of city hall by Mayor Emken. Mayor Emken led the pledge to the flag. Roll call was answered by the following:

Mayor Richard Emken
Councilman Brice Caldwell
Councilman Gail Meyer
Councilman Judith Miller
Councilman Patricia Jaffer
Chief Inspector Bob Johnson
Sgt. George White
Fire Chief Don Milligan
Attorney Dennis McCaffrey
City Manager Ron Peterson
Recorder Joan Howard
Excused Councilman Cannon and Councilman Hedlund

MINUTES — Councilman Caldwell moved to approve minutes as printed and distributed. Seconded by Councilman Miller, all ayes, carried.

AGENDA — Councilman Miller moved to suspend the rules to allow the Bypass Committee report to be placed after communications from the floor. Seconded by Councilman Meyer, all ayes, carried.

MAYORS REPORT — Councilman Jaffer moved to authorize the mayor to sign the INTERGOVERNMENTAL CONTRACT FOR REGIONAL LIBRARY SERVICES. Seconded by Councilman Meyer, all ayes, carried.

Mayor Emken reminded council members of ethic commission filings.

Councilman Miller volunteered and was appointed by Mayor Emken to serve on the Department of Economic Development Task Force.

COMMUNICATIONS FROM THE FLOOR — Ruth Guenther who lives on Madrona Street stated that traffic on the street was causing a lot of dust and requested oil be applied to street. The city manager will contact in a few days.

Jerry Flug, 945 Caroline Way, questioned tennis courts be used by the high school at designated hours. He suggested these hours be posted so residents will know of agreement.

George White stated he had been asked to vacate courts for high school tennis practice.

Wayne Hill stated he was submitting a request to operate a taxi service in area. Sgt. White stated he had checked Mr. Hill's driving record and it was very good. He stated the police department has no objections to Mr. Hill operating a taxi service.

BYPASS COMMITTEE — City Manager Peterson read the following report:

The Bypass Committee met with College officials on March 17, 1977 at 4:00 p.m. The meeting was held in the President's conference room at OCE. Those in attendance included: Jessie Beimler, Pat Jaffer, Wes Hedlund, Ron Peterson, Liz Peeples, Dr. Leonard Rice, John Sparks, Ron Chatham and Bill Neifert.

Dr. Rice reviewed the history of bypass proposals and discussed progress of funding.

While the project had been requested in this year's request by the Board of Higher Education, the Governor took that request out of the proposed budget. Chancellor requested funding for project out of 11G funding. Ways and Means Committee will review request at end of session. Also comment on bill introduced by area representatives.

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yor Richard Emken
uncilman Brice Caldwell
uncilman Gail Meyer
uncilman Judith Miller
uncilman Patricia Jaffer
dg, Inspector Bob Johnson
ty George White
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Councilman Miller volunteered and was appointed by Mayor Emken to serve on the Department of Economic Development Task Force.

COMMUNICATIONS FROM THE FLOOR — Ruth Guenther who lives on Madrona Street stated that traffic on the street was causing a lot of dust and requested oil be applied to street. The city manager will contact in a few days.

Jerry Flug, 945 Caroline Way, questioned tennis courts be used by the high school at designated hours. He suggested these hours be posted so residents will know of agreement.

George White stated he had been asked to vacate courts for high school tennis practice.

Wayne Hill stated he was submitting a request to operate a taxi service in area. Sgt. White stated he had checked Mr. Hill's driving record and it was very good. He stated the police department has no objections to Mr. Hill operating a taxi service.

BYPASS COMMITTEE — City Manager Peterson read the following report:

The Bypass Committee met with College officials on March 17, 1977 at 4:00 p.m. The meeting was held in the President's conference room at OCE. Those in attendance included: Jessie Beimlet, Pat Jaffet, Wes Hedlund, Ron Peterson, Liz Peeples, Dr. Leonard Rice, John Sparks, Ron Chatham and Bill Neifert.

Dr. Rice reviewed the history of bypass proposals and discussed progress of funding.

While the project had been requested in this year's request by the Board of Higher Education, the Governor took that request out of the proposed budget. Chancellor requested funding for project out of 11G funding. Ways and Means Committee will review request at end of session. Also comment on bill introduced by area representatives.

The college's concern on the East Bypass proposal is the fact that it does not allow for closure of enough street area to serve the college needs. The college feels that Monmouth Street should be closed from Jackson to the north edge of property at the east side of roadway. Also felet that Church Street should also be closed from Monmouth Street to Stadium.

Bill Neifert presented a drawing he had been working on demonstrating how an East Bypass could be utilized if necessary. The plan was deemed feasible by those in attendance even though some playground property would be sacrificed, college transformers must be moved, and no doubt protests from property owners affected would be forthcoming.

Committee members suggested that the East Bypass was a project that was cheaper to construct, would cause less traffic rerouting problems, and one that could be initiated immediately upon funding availability. Members also felt that a West Bypass should also be constructed in the future.

College representatives felt that if the east route is taken now, they would not wish to participate in the costs of a West Bypass in the future.

College officials will present to the Council at its next regular meeting both the West and East Bypass proposals. It is their hope to get some sort of concurrance from the Council as to the best route.

Meeting adjourned at 5:10 p.m.

Submitted by Ron Peterson, City Manager

John Sparks spoke on proposed bypass area and introduced Bill Neifert, Superintendant of the Physical Plat who spoke relative to proposed routes. It was noted that this was only a plan and nothing firm was being offered.

Councilman Miller suggested a joint effort by the college and city regarding an adequate bypass.

Councilman Meyer moved that we set a hearing for April 19, 1977 for public hearing on the easterly bypass and closure of Monmouth Avenue. Seconded by Councilman Miller, all ayes, carried. Dr. Rice to be notified.

FIRE REPORT

Chief Milligan reported he had received two quotes on Cadillac ambulance:
Mulino $3,000
Willamette Ambulance $3,100
Councilman Meyer moved that we sacrifice the $100 and sell ambulance to Mulino group who is starting ambulance service. Seconded by Councilman Jaffer, all ayes, carried.

POLICE REPORT

No action.

MUNICIPAL COURT

No action.

BUILDING REPORT

Councilman Jaffer suggested that the building inspector diagram the building patterns for the past several years.

The city manager suggested that the department heads prepare reports relative to needs for current population and future needs relative to growth.

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MUNICIPAL COURT — No action.

BUILDING REPORT — Councilman Jaffer suggested that the building inspector diagram the building patterns for the past several years.

The city manager suggested that the department heads prepare reports relative to needs for current population and future needs relative to growth.

Bob Barnes, Northwest Enterprises, stated they would be presenting a request for annexation on Edwards Road in the near future.

TREASURERS REPORT

Financial statement was presented.

Mitch Rohse, Polk County Planning staff, had sent over materials to be distributed.

Recorder Howard requested councilmembers to sign letter she had drafted to the Chairperson of House Judiciary Committee regarding HB 3106 Oregon Tort Liability.

CITY MANAGERS REPORT

City Manager Peterson introduced Dan Garigan, Water Conservationist, who presented slide presentation on water source.

STREET LIGHT CAROLINE WAY

Lyle Ladehoff, Electric Foreman, read the following report on street light - Caroline Way.

After discussing the proposed street lite and its location with several residents on Caroline Way, we find that any options for relocation have virtually been eliminated. The prospect of digging a trench across a landscaped yard understandably met with much opposition.

Many remarks have been made on the high cost of trying to relocate the lite now and that in retrospect, the lite should have been installed when the subdivision was first developed. Because of the many trees in the area, it would have been appropriate at the time of development to place alite at the three number locations on the map, at subdividers expense.

In regard to the criticism of the poor location of the designated lite, I personally viewed many subdivisions in Salem and Portland recently, and it appears that the preferred locations of other utilities in most all cases is to place the lite at the location marked #1 or at either location marked x. At this point it seems the best location would be the one originally planned for, if so located, we would install an appropriate shield to cut down on side diffractions. (Copy of report and map attached.)

Councilman Meyer moved to place light between lot 8 and 9 if it can't be placed on the Cannon property. Seconded by Councilman Caldwell. Ayes - Jaffer, Caldwell and Meyer. Nay - Miller.

ATWATER- EAST MAIN STREET SEWER DISTRICT

City Manager reviewed information he had assembled relative to Atwater East Main Street Sewer District. (Report attached)

Councilman Jaffer moved that a hearing be set at the next regular meeting for this project. Seconded by Councilman Miller. All ayes, carried.

HOGAN ROAD BIDS

City Manager Peterson reviewed the following bids for the paving of Hogan Road:

Wildish Corvallis Construction Co.	$2,811.75
D & D Paving Co., Inc.	3,969.00
R & R Paving, Inc.	2,997.00
H & W Paving Inc.	3,162.00
Voight Paving Co.	3,180.00
Salem Road & Driveway Co.	2,825.00

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Councilman Miller moved to accept the low bid submitted by Willish Construction - Corvallis of $2,811.75. Seconded by Councilman Meyer. All ayes, carried.

BAYS - CITY SHOPS

The following bids were received for bays at city shops:

Stephen Cameron	3 stall garage	$5,720.
	4 stall garage	6,616.
Bob Ward	3 bays	7,671.02
	4 bays	10,241.08

City Manager Peterson recommended that council accept bid of $6,616 for four bays.

Councilman Meyer moved that we accept the city manager's recommendation for the four bay bid of $6,616 with the additional overbudget amount ($616) to come from sewer department. Seconded by Councilman Jaffer, all ayes, carried.

HAU PROJECT

Councilman Meyer moved to authorize the mayor to enter into an agreement with the State for preliminary engineering. Seconded by Councilman Jaffer, all ayes, carried.

BUDGET HEARING

Councilman Meyer moved that the budget hearing be set for May 3, 1977 at 8:00 p.m. Seconded by Councilman Caldwell, all ayes, carried.

INSURANCE AGENT OF RECORD

Councilman Caldwell moved to advertise for an Agent of Record for insurance purposes. Seconded by Councilman Meyer, all ayes, carried.

BILLS

Councilman Jaffer moved to authorize the payment of bills for the month of March. Seconded by Councilman Miller, all ayes, carried.

STANDING COMMITTEE REPORTS

Councilman Miller presented the planning commissions request for a moratorium on building.

The city manager and city attorney were directed to put together information on moratorium. The schools are also to be contacted for report.

Councilman Meyer read the following report regarding legal services: After discussion with each of the County Commissioners it became apparent that the county would not be willing to pay for their lawyer full time and also allocate additional funds to pay for an attorney to serve the City of Monmouth.

The committee members also felt that they would like to continue the contract we have with the county for the remainder of this fiscal year.

We recommend that: (1) We inform the County that we wish to continue our contract with them for the remainder of the fiscal year. (2) We use these next 90 days to decide whether we should continue sharing legal services with the county or if we should hire our own attorney. (3) We ask that in the future if we are sharing legal services with the county, that a city representative be asked to be on the interviewing committee. (4) This committee continue to meet to evaluate our legal needs and how they can best be met.

Councilman Jaffer moved to adopt the recommendations of the committee report. Seconded by Councilman Caldwell, all ayes, carried.

All ayes, carried.

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Councilman Jaffer moved to adopt the recommendations of the committee report. Seconded by Councilman Caldwell, all ayes, carried.

8621

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

4-7-77

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
M-6680(1)

STATE PROJECT NO.
See below

COUNTY NAME
Polk

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70446

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 13 '77
REFER TO
FOR
Info | Instr | R/O | D/R | Sec | Act | File

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE
4-7-77

FEDERAL ROUTE NUMBER
FAU 6680

STATE ROUTE NUMBER
City street

GENERAL LOCATION:
"Main Street-Clay Street (Monmouth) Sect."

GENERAL DESCRIPTION OF WORK:
Preliminary engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
TEC $6,500 - FF $5,576
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Rulien's 3-29-77 letter.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-7-77	G. K. Hansen	For Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8

8621

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

PRO 6-2

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

March 29, 1977

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM for J. L. Gaither
L. W. Rulien
Program Management Engineer

SUBJECT Program Data Submission
Item No. 70446
Project No. M-6680(1)
Main St.-Clay St. (Monmouth) Sec.
Polk County

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request authorization to proceed with all phases of preliminary engineering, including preliminary engineering by utility forces, thru P.S. and E., at an estimated total cost of $6,500 with Federal funds of $5,576.

DRH:bb
Attachments

cc: J. W. Sheldrake (Region 2)
G. E. Zehner

NOTED
MAINOR C. HOLMES

8621

STATE OF OREGON **INTEROFFICE MEMO**

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: March 16, 1977

FROM: L. W. Hulten
Program Management Engineer

SUBJECT: PROJECT ASSESSMENT
Main St.-Clay St. Monmouth
Atwater St. FAU 6680
Polk County

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
MAR 22 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do per File ☐
Return To
Bring up
Other

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (2)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
B. L. Gifford
Region 2 : John Sheldrake
District 3 : R. A. Kuehn
Region 2 Geologist: William Fretwell

3/17/77

RECEIVED
STATE HWY ENGR
MAR 15 '77
REFER TO
FOR
Info | Invest | R/D | Action | Sig | Ltr | File

PROJECT MANAGEMENT
MAR 17 '77
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

81-185-1387

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: March 9, 1977

In reply refer to: 1041B.2

SUBJECT: Oregon M-6680(-) Project Assessment
Main St.-Clay St. Monmouth
Atwater St. FAU 6680
Polk County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's February 25, 1977, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappe
for G. L. Green

cc:
OSHD (Potter)
" (Laux)
" (Region 2, Welsh)

PROJECT MANAGEMENT
MAR 14 '77
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

RECEIVED
STATE HWY ENGR
MAR 14 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

CATEGORY 3... PROJECT
NON-MAJOR

PART I. GENERAL INFORMATION

M-6680(-)

A. Project Identification:

Date February 22, 1977

Section Main St.- Clay St. Monmouth
Unit (if appl)

County Polk
City Monmouth

Highway Atwater St. FAU 6680
State Hwy. No. City Street

Termini: M.P.(if appl)
Length 406 Feet

Region II
Construction Estimate $60,000
Program Amount

B. Purpose of Project:

To grade and surface one block section of Atwater Street between Main Street and Clay Street.

C. Origin & History of Project:

Administrative action by the Monmouth City Council and planning commission has placed the project on their priority construction program. A request for an Authority to Survey dated January 25, 1977 has been forwarded for processing.

D. General Description of Project:

The proposed project is to widen and pave a one block section of Atwater Street. The addition of curbs, sidewalks and storm sewers will also be considered in the proposal.

Alignment: New ____ Existing X Combined ____

Typical Section: Existing: No. Lanes 2 ; Med. 0 ; Shldrs. 0 ; Parking 0
Proposed: No. Lanes 2 ; Med. 0 ; Shldrs. 0 ; Parking 2

Traffic: Existing Facility: Existing ADT 100 ; Projected ADT 190 ; Yr. 1997
Existing Level of Service C

Proposed Facility: Projected ADT 190 ; Yr. 1997
Projected Level of Service C

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels_____

Acres_____; Type of Relocation Req. None; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any:

A waste disposal site for excess excavation would be required. Excess material would be placed on existing city property. This land is being proposed for development as a park, but dedicated to park use. The excess materials would be used to fill-in and level an area of the property to be developed at some future time.

Type of Structure(s):

No structures involved.

Brief Description of River or Stream and Type of Involvement, if any:

No rivers or streams are involved in any phase of the project.

Local City, County or COG priorities of project:

The City of Monmouth has placed the project on the FAUS priority list.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

None identified.

Other Descriptive Information or Comments:

Street alignment and geometrics will conform to an existing paved section immediately north of the project section.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The terrain is the flat to gently rolling land of the south-easterly quadrant of the City of Monmouth, Oregon. Vegetation in the immediate area is confined to scattered fruit and ornamental trees used in the general landscaping theme of an older residential area. Undeveloped areas are usually covered with native grasses with a relative few scattered old growth oak and maple trees.

Soils are generally the semi consolidated gravel sand and silts of the non-marine terrace deposits of the western Willamette Valley.

Surface water drainage is slow with no major natural drainageway in the project area.

2. Cultural:

A developing residential area near the easterly city limits of Monmouth. Land use is an intermix of new and old developments and open space. The older development typified by well landscaped single family homes on large lots. Newer development includes single and multi-family dwellings and some commercial developments. The newer commercial and residential developments in the project area lies along the northerly side of Main Street while the southerly side is just beginning to show signs of new development.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None required.

2. Estimated Impact on Traffic Patterns:

None anticipated.

Consequences--Air Quality, Noise, Safety, etc.:

3. Estimated Impact on Land Use:
Residential development is compatable with proposed land use plans.

Consequences:

4. Expected Impact on Natural Ecological Resources:
None anticipated.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

None anticipated.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None identified.

7. Potential for Controversial Issues:

None anticipated.

8. Potential for Consistency of Proposal With:

a. [illegible] Implementation Plans

b. Noise Standards

This project is unrelated to traffic noise increase; hence, no noise study report will be required.

c. Water Quality Standards

d. Area Land Use and Transportation Plans, and Zoning

The widening and surfacing of an existing low volume city street is considered to be consistant with the above plans and standards.

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- X---NON-MAJOR ACTION-----

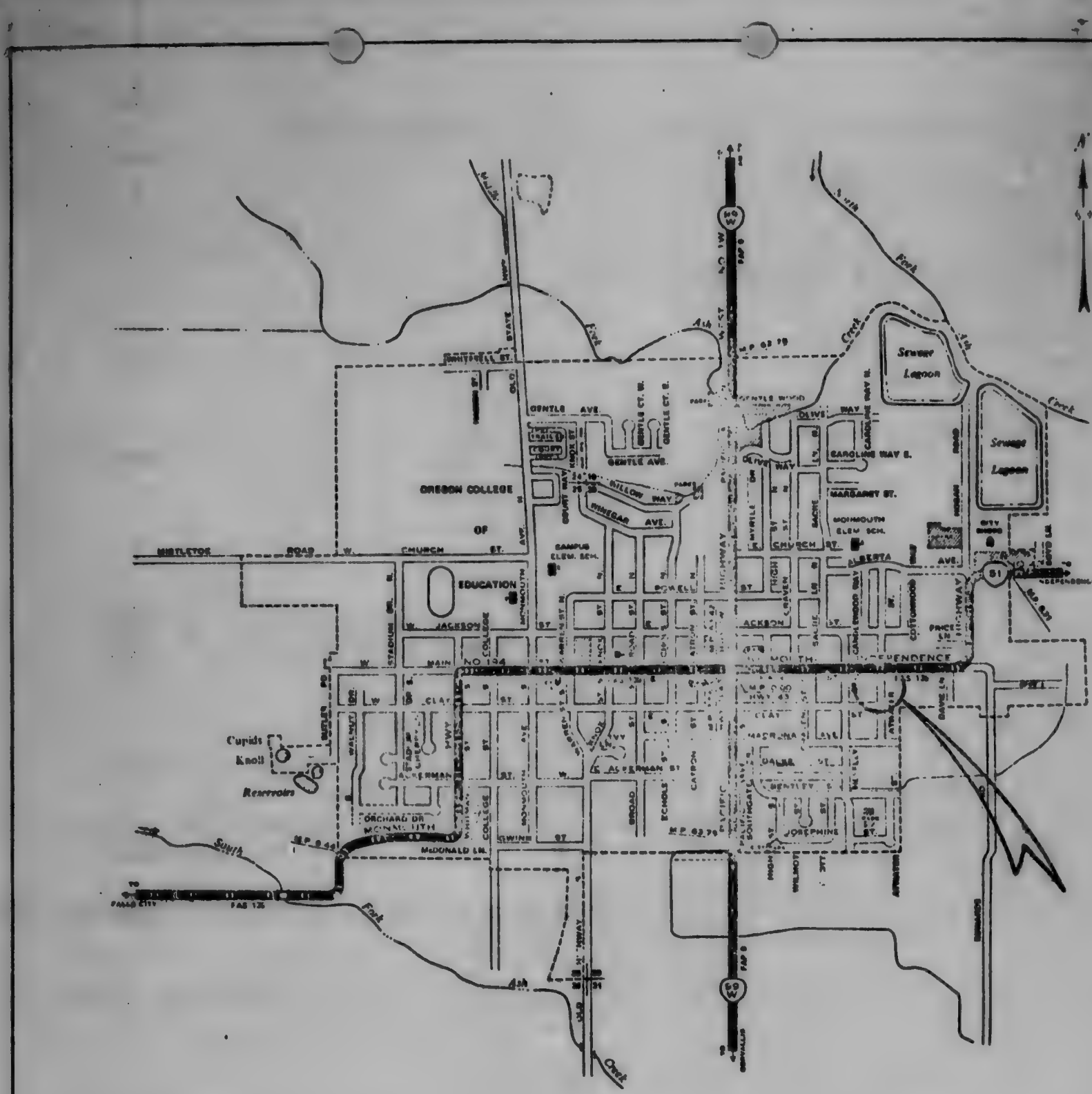
[illegible]CANT: NON-SIGNIFICANT:

[illegible] & FEIS ____ D & F Neg.Dec. _X_ ASSESSMENT ONLY

[illegible]ction 4(f) ____ Section 4(f) ____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4


Sewage Lagoon
Sewage Lagoon
OREGON COLLEGE OF EDUCATION
Cupids Knoll
Reservoirs
Fork
Creek
Fork
Creek
South
Fork
Creek
NO 99W
NO 99W
NO 99W

Form FHWA 321 (Rev. 5-72)

UNITED STATES GOVERNMENT

Memorandum

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Box 300
Salem, Oregon 97308

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In reply refer to: 1041B.2

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for G. L. Green

cc:
OSHD (Potter)
" (Laux)
" (Region 2, Welsh)

RECEIVED
STATE HWY ENGR
MAR 14'77
REFER TO
Rulien
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8621

DATE: February 3, 1977

AGENDA
Jan 18 1977
Feb 15
11

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Federal Aid Urban System Project Requests

On the Consent Calendar for the February 15 meeting will be three requests for Urban System projects.

The City of Coos Bay is requesting a $50,000 project to signalize the intersection of Koosbay Boulevard and the Oregon Coast Highway.

A $60,000 project to widen and improve Atwater Street between Main Street and Clay Street is being requested by the City of Monmouth.

Signalization at the intersection of Virginia Avenue and Harrison Avenue, estimated at $40,000, is the request from the City of North Bend.

Federal Urban System funds for these three projects are estimated at $129,000 with the State providing approximately $16,800 and $4,200 being contributed by the City of Monmouth.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval of these projects and request authority to sign the project agreements for and on your behalf.

Att.

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
John Sheldrake
Alfred Shirley, Jr.
L. W. Rulien
L. E. George
V. E. Skoog
D. N. Harwell
George Bell
Max Klotz

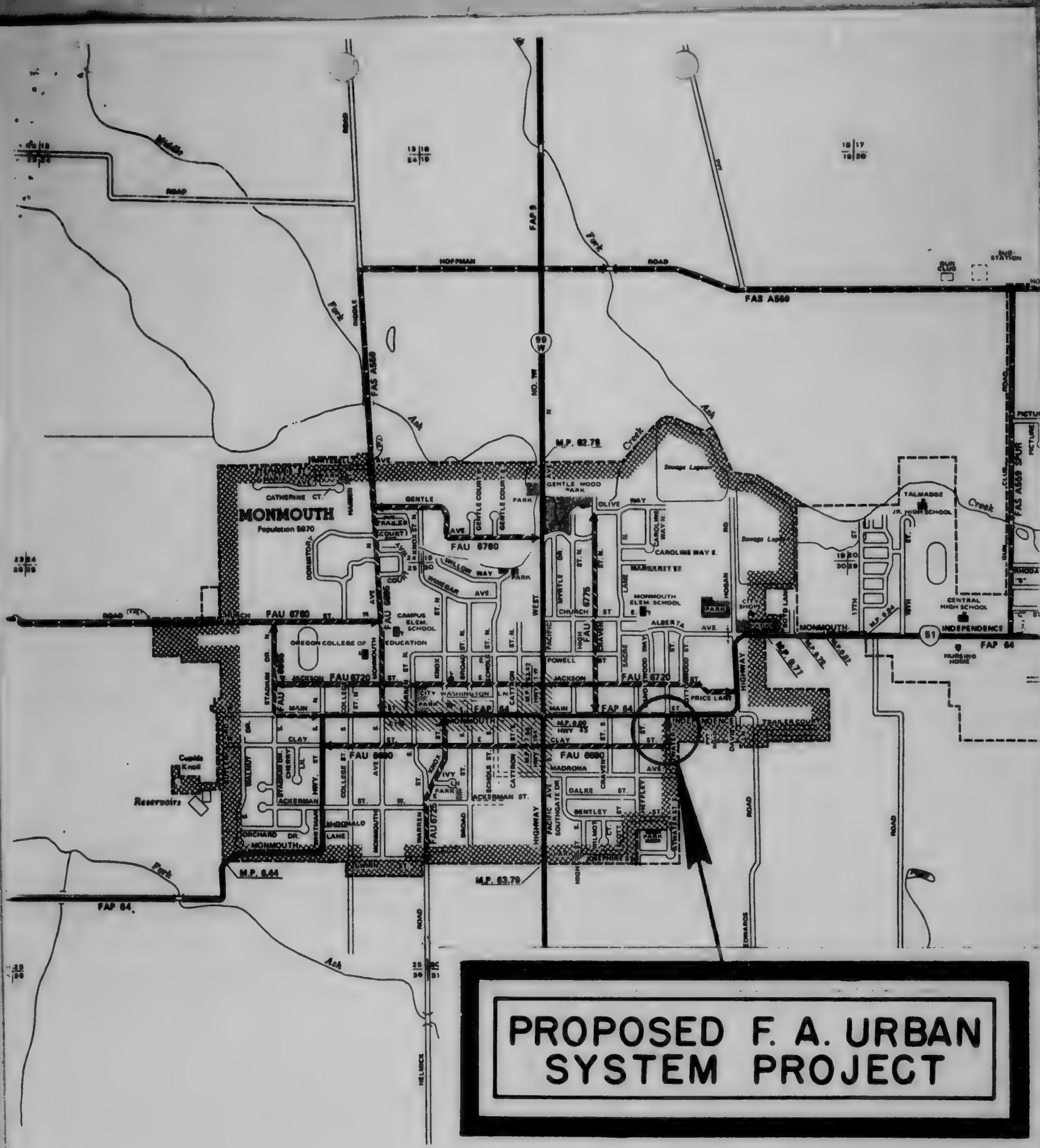
NOTED
C. W. HEAD

CITY OF MONMOUTH
Proposed Urban System Project

Main Street-Clay Street Section
Atwater Street, FAU 6680
Grade, Pave and Sign
0.08 miles
$60,000

This project entails all the work and costs to widen and improve Atwater Street from Main Street to Clay Street. the project will provide a two-lane curbed facility with parking and sidewalks on both sides, all within the existing right-of-way.

State will perform the preliminary and construction engineering.



PROPOSED F. A. URBAN SYSTEM PROJECT

8621

1-26-77

Atwater is classified as a Collector St. & stds. call for 38' curbed section. However, since Clay St. is 36' curbed, it would make sense to construct 36' width on Atwater. Phil Stearns has discussed with Paul Reidl of FHWA and he is in agreement.

JEZ

37-1467
(Monmouth)

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 25, 1977

FILE:

FROM: Phillip O. Stearns
REGION FEDERAL AID ENGINEER

TO: Memo to the File

SUBJECT: Region Project Review
Main St. - Clay St. (Monmouth) Section
Atwater Street - FAU 6680
Monmouth Urban Area

Region 2 Project Review Team, consisting of members listed below, reviewed the subject proposed project on site Friday, January 21, 1977.

The main topics of discussion were drainage, right-of-way and right-of-way control points, alignment with Atwater Street North of Main, citizen participation, utilities, time frame for project development, and environmental considerations.

There were no major problems encountered or foreseen. The consensus was to proceed with processing the request.

Team Members:

Paul Riedl, Area Engineer, FHWA
Perry Crosley, Right-of-Way Agent
Don Thurston, Assistant Locating Engineer
Eddie Welsh, Environmentalist
James Valentine, Utility Liaison Engineer
Mike Shultz, Project Development Coordinator
Phil Stearns, Region Federal Aid Engineer
Ron Peterson, Monmouth City Manager
Barney Stee, Monmouth Street Superintendent

POS/elf

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
JAN 26 1977
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File
Return To
Bring Up ___/___/___
Other

8621

FEDERAL AID PROJECT REQUEST

Date January 6, 1977

Applicant Agency City of Monmouth
Request for: Off-System ____, FAS-C ____, FAUS X Project
Federal Aid Route No. FAU 6680 Route Name Atwater Street (FAU 6680)
Project Name Main St. - Clay Street (Monmouth) Section

Project Length 1 block-406' length - 36' width Project Location (Attach sketch map)
Project Description Excavate - grade and subgrade-Curbs - Storm drains AC surface

Average Daily Traffic _____ Design Speed 25 miles per hour

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 22' Travel Lanes two Shoulders yes
Medians drain ditches Parking no
Sidewalks no
Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 66' RW Travel Lanes two Shoulders curbs
Medians Parking yes
Curbed yes Length Curb Radii 15'
Sidewalk/Bikeway yes
Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 66' RW Minimum _____ Maximum _____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes _____ No X

3. Will additional right-of-way be needed? Yes _____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes _____ No _____
Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

2. Proposed Signalization:

Location ~~stop sign~~

Type ~~solid~~

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? stop sign and street marker included in project

4. Permanent Striping:

Include in project or by applicant? by applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

Street light #51 and Atwater

2. Proposed Illumination:

Location same as above

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location none

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. Proposed Structure:

Location none

Approximate Size: Length Width

Are sidewalk/bikeways desired: yes

Are any utilities to be attached to structure? no

Are provisions for illumination desired? no

Are there any unusual or complicating conditions? no

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

   Name of Railroad
   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Chairman, Planning Commission / Office
2. Environmental — Chairman, Planning Commission / Office
3. Public Hearing — City Recorder / Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant _____ State X Consultant _____

2. Project construction engineering to be performed by:

Applicant_____ State X Consultant_____

3. Will applicant perform any work prior to or after award of contract?
Yes_____ No X
If "yes," describe briefly: _____

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 53,800.
Right-of-way costs (if participating)	0
Traffic control	200.
Illumination	
Structures	0
Railroad	0
Other_____	0
Preliminary engineering	6,000.
PROJECT TOTAL	$ 60,000.

Remarks_____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

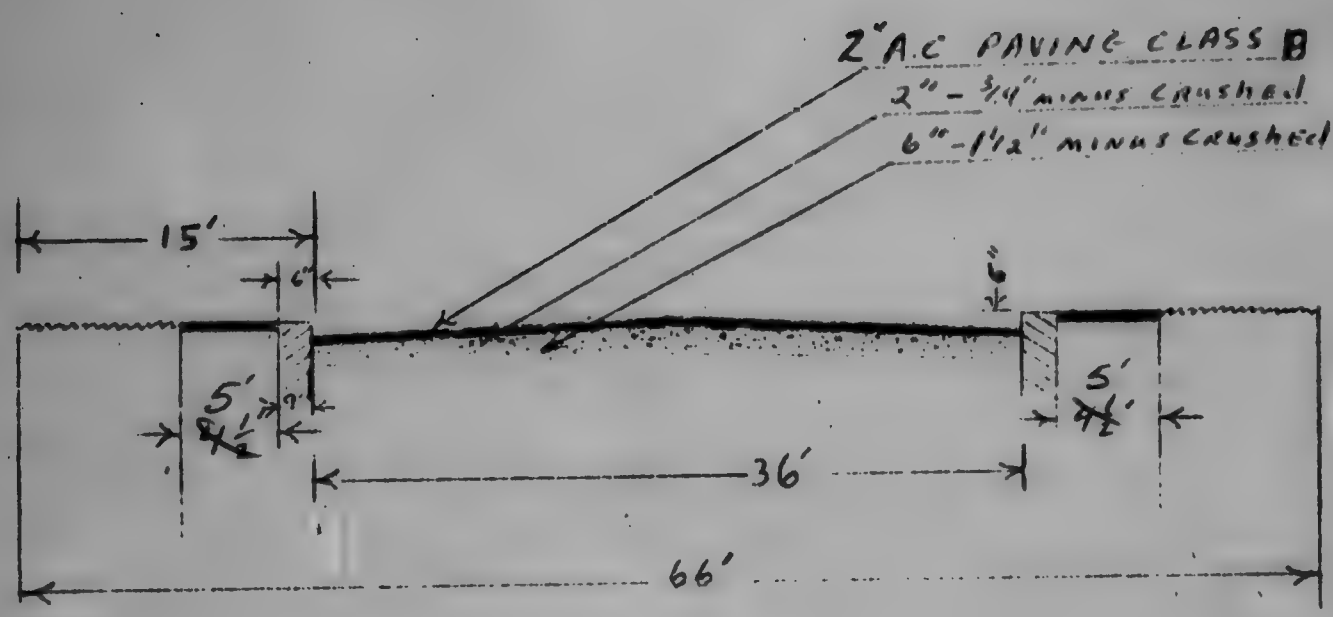
CITY OF Monmouth and/or _____ COUNTY

By Richard D Embree, Mayor By_____

By Ronald S Peterson, City Manager By_____

By_____

STREET SECTION



MONMOUTH
FAU 6760
FAU 6720
FAU 6640
FAU 6700
FAU 6680
FAU 6685
FAU 6775
FAU 6725
FAU 6640
M.P. 6.44
M.P. 63.79
M.P. 02.78
FAS 139
99W
FAP 9
South Fork
CENTRAL BUSINESS DISTRICT
PUBLIC AREAS
URBAN AREA BOUNDARY
LEGEND

6622 N.E. Broadway St.-S.E. 1977
Harrison St. (Portland) Sec.
(Grade, pave, signing, illum. & sig.)

C.I.R. 5406 8-5-75

#8622

U.S. GOVERNMENT PRINTING OFFICE: 1976 — 732 - 626

cc: State (H. S. Coulter)

STATE COPY

6-27-79

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Multnomah	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
6-27-79	C. T. Christianson, Area Engineer	TQM-9809(2) & TQF-26(8)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
8-25-78	1-29-79	100 %	225 C.D.

APPROVED EXTENSIONS	LOCATION
None	Grand Avenue in Portland

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

BROADWAY-HARRISON SECTION
GRAND AVENUE
Grade, Pave, Signs, Signals & Illumination

The project was completed at a final cost of $408,536 (including engineering) representing a negligible underrun.

RECEIVED
STATE HWY ENGR
JUL 2 - '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | A-1 | File

7.2 cy to Keasey

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original signed by C. T. CHRISTIANSON C. T. Christianson		SIGNATURE: Original Signed By G. K. HOSSNER G. K. Hossner	
TITLE: Area Engineer	DATE: 6-28-79	TITLE: Field Operations Engineer	DATE: 6-28-79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8622

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2069
MONTHLY TRANSACTION NUMBER 5-83		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah
MODIFICATION NUMBER	5-11-79	Project Number TOF-26(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 29 , 19 77 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 152,431.00	$ 159,000.00
Federal funds	$ 130,785.00	$ 136,422.00
Other revisions		

This modification is made for the following reasons:

To include costs on approved P.A. #5

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11th day of May , 1979 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Johnston

Assistant State Highway Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A (Rev. 10-75) Previous editions are obsolete GPO 927 494

Gen. File

Oregon State Highway Division
Salem, Oregon May 3, 1979

Federal Aid Project
No. TQF-26(8)

South Unit, N.E. Broadway-S.E. Harrison St.
Pacific Highway East
Multnomah County

Revised Project Agreement Estimate

Type Code 6201
Roadway (Sta. 50+15 to Sta. 60+58.5)

Subtotal of previous estimate of November 1-1977		$134,300.75
Approved Additional Items		
Excavate Roadbed P.A. #5	Lump Sum	$ 6,500.00
	Subtotal	$140,800.75
	Engineering	18,199.25
	Total	$159,000.00

Length of Project - - - 0.198 mile

Cost of Roadway per Mile - - - $803,030.33

Federal Funds ---	$136,422.00
State Funds ----	22,578.00
Total	$159,000.00

Group 1 - 37%
Contract No. 8622
Prefix - 26-1082

8622

STATE COPY 8

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
12-23	FEDERAL-AID PROJECT AGREEMENT	County Multnomah
	11-29-77	Project No. TOF-26(8)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

S. Unit, N.E. Broadway St.-S.E. Harrison St. (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-28-77	0.198
OTHER *(Specify)* City of Portland (water) P.G.E. (Temp. Lighting)	9-19-77 9-8-77	

FUNDS Pro rata 86.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 152,431	$ 130,785

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. Hunter

Technical Services Engineer
(Title)

By H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Robert W. Green
(Division Administrator)

For: G. L. Green

Date executed by
Division Administrator 11-29-77

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen file

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON, November 1, 1977

FEDERAL AID PROJECT
No. TQF-26(8)

SOUTH UNIT, N.E. BROADWAY-S.E. HARRISON ST. (PORTLAND)
PACIFIC HIGHWAY EAST
MULTNOMAH COUNTY

Project Agreement Estimate

Type Code 6201
Roadway (Sta. 50+15 to Sta. 60+58.5)

Mobilization	All Required (36%)		$ 9,738.00
Temporary Protection and Direction of Traffic	All Required (44%)		5,236.00
Temporary Signs	295 sq. ft.	7.00	2,065.00
Temporary Barricades	36 each	105.00	3,780.00
Temporary Plastic Safety Markers	12 each	75.00	900.00
Flagmen	435 hour	16.00	6,960.00
Temporary Reflective Pavement Markers	60 each	5.00	300.00
Removal of Structures and Obstructions	All Required (36%)		6,840.00
General Excavation	All Required (38%)		3,800.00
Trench Excavation	6 cu. yd.	25.00	150.00
Class "B" or Class "C" Asphalt Concrete	750 ton	18.95	14,062.50
Class "E" Asphalt Concrete	455 ton	20.00	9,100.00
Asphalt in Tack Coat	2 ton	200.00	400.00
8-inch Sewer Pipe	20 lin. ft.	10.00	200.00
Concrete Inlets, Type P	3 each	275.00	825.00
Curbs, Walks, Driveways and Ramps	105 cu. yd.	115.00	12,075.00
Extra for Asphalt Approaches	7 each	150.00	1,050.00
Adjusting Manholes	7 each	60.00	420.00
Adjusting Inlets	1 each	60.00	60.00
Adjusting Boxes	3 each	60.00	180.00
Removal of Existing Sign Installations	All Required (39%)		292.50
Sign Support Footings	All Required (43%)		2,838.00
Special Pipe Sign Posts	All Required (35%)		1,925.00
Move, Modify and Reinstall Existing Contilever Sign Struc.	All Required		1,050.00
Type "A" Signs in Place	48 sq. ft.	16.00	768.00
Type "C" Signs in Place	57 sq. ft.	7.00	399.00
Type "H" Signs in Place	13 sq. ft.	18.00	104.00
Move and Reinstall Existing Signs	All Required (37%)		370.00

Sign Illumination Equipment	All Required (56%)	1,456.00
Illumination		
Pole Foundations	All Required (33%)	5,024.25
Roadway Lighting Poles and Bracket Arms	All Required (33%)	5,197.50
Luminaires and Ballasts	All Required (36%)	4,572.00
Switching, Conduit, Wiring, Lamps, Etc.	All Required (38%)	11,970.00
Traffic Signal Installation, Complete	All Required (26%)	9,620.00
		$123,727.75
Anticipated Items		
Permanent Pavement Striping (S.F.)	All Required (40%)	$ 400.00
Remove Pavement Striping (E.W.)	All Required (40%)	400.00
City of Portland (water)	All Required	7,000.00
Temporary Street Lighting (City)	Lump Sum	2,773.00
		$ 10,573.00
	Subtotal	$134,300.75
	Engineering	18,130.25
	TOTAL	$152,431.00

Length of Project	0.198 mile
Cost of Roadway Per mile	$769,853.54
Federal Funds (85.8%)	$130,785.00
State Funds	21,646.00
TOTAL	$152,431.00

The total of Project U-130(9) and TQF and TQM funds on this contract are fixed and the overuns or underruns must be charged to the M-type funds.

Group 1 - 37%
Contract No. 8622
Prefix 26-1082

8622

9

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 2, 1979

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean Van Scoy
Safekeeping Officer

Re: Cascade Construction Company, Inc.
Contract 8622

This project has been finalled. There presently is $20,000.00 on deposit in lieu of retainage. This amount may be released or transferred to other projects.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Cascade Construction Company, Inc.

bc: C.W. Head
R. Church
CW Barrett, Jr.

NOTED
C. W. HEAD

8622

8

January 31, 1979

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Gentlemen:

Contract No. 8622 awarded to Cascade Construction Co., Inc. for work on the N.E. Broadway Street-S.E. Harrison Street Section of the Pacific Highway East in Multnomah County was completed on July 10, 1978, and accepted by the State Highway Engineer on January 29, 1979.

Final payment in the amount of $138.45 will be released to the contractor after February 6, 1979. The total contract amount is $349,544.99 and no work was performed under force account.

No claims for labor or material have been filed with us against the bond on this contract.

Very truly yours,

C. W. Read
COMMISSION SERVICES

kkr

cc: Cascade Construction Co., Inc.
P. O. Box 4267
Portland, OR 97208

Reger, Bowes & Hunter, Inc.
200 Market Building
Portland, OR 97201

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
Ed Hardt

FORM 81-784-2030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, OR

January 29, 1979

FROM: R D Church for
C. T. Keasey
Construction Engineer

SUBJECT: Highway Project
Acceptance

TO: H. S. Coulter
State Highway Engineer

Revised date 7-10-78. (Adv. Bob Church as usual.)

Contract 8622, Work Completed ~~August 25, 1978~~

Project NE Broadway St.-SE Harrison St. (Portland)

Highway Pacific East (Grand Ave.)

County Multnomah

Type of Work Grade, Pave, Sign, Illum. & Signals

Contractor Cascade Construction Co., Inc.

Recommended Acceptance Date January 29, 1979

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:mk

cc: Walter Hart
R. D. Church

Letter sent to surety on 1-31-79 by Karen.

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER

Date 1-29-79

8622

FORM S-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: N.E. Broadway St. - S.E. Harrison St. (Portland)		WEEK ENDING: September 1, 1978
		SECTION PREFIX: 26-1082
HIGHWAY: Pacific Highway East		COUNTY: Multnomah
NAME OF JOB: Grand Avenue	KIND OF WORK: Grade, Pave, Sign, Signals, & Illumination	
CONTRACTOR: Cascade Construction Co., Inc.	CONTRACT NUMBER: 8622	FEDERAL AID PROJECT NUMBER: TQF-26 & TQM-M-9808(2)
DATE OF CONTRACT: November 15, 1977	DATE WORK STARTED: January 18, 1978	ESTIMATED COMPLETION DATE: August 31, 1978
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 0	SPECIFIED WORK DAYS: 225	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED: 225
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100%
PROJECT AUTHORIZATION: $413,180.30	ENGINEERING AUTHORIZATION: $45,000.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 95%
EXCLUSIVE OF ENGINEERING: $380,417.10	ENGINEERING COST TO DATE: $44,119.38	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $419,980.09		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN 1.6 %	PERCENT OF AUTHORIZATION: 98 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Signing	Illumination
	100%	100%		100%		100%	100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

Keesey, Jackmond, Hopkins, Williams, Johnsen, Glenn — Richards, Berg, Inloes, Widmer, Gebauer, Church

RECEIVED
SEP 5 1978
CONSTRUCTION BRANCH

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
August SUNDAY 27	Clear	0		
MONDAY 28	Clear	0		On last weeks weekly report, the work days
TUESDAY 29	Clear	0		charged were incorrect. Only Thursday August 24
WEDNESDAY 30	Clear	0		should have been charged as weekly statement
THURSDAY 31	Showers	0		stated previously.
FRIDAY 25	Overcast	1		
SATURDAY 26	Clear	0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Aug SUNDAY 27	No Activity.
MONDAY 28	No Activity.
TUESDAY 29	No Activity
WEDNESDAY 30	No Activity.
THURSDAY 31	No Activity.
FRIDAY 25	Five men from Goldie Gentle patched holes in sidewalk.
SATURDAY 26	No Activity.

REMARKS

Feild work is completed except for remo~al of construction signs.

Next week:remove construction signs.

SIGNED Connie Schlintmeier LOCATION Portland

For: Paul R. Barnhart

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8122

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NO. .12-17		County: Multnomah
	FEDERAL-AID PROJECT AGREEMENT	Project No.: TQM-M-9809(2)
	11-29-77	

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

N. Unit N.E. Broadway St.-S.E. Harrison St. (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-28-77	0.348
OTHER *(Specify)* City of Portland (Water)	8-19-77	
City of Portland (Lighting)	10-3-77	

FUNDS Pro rata 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 264,121.00	$ 226,615.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By C. S. Johnston

Technical Services Engineer
(Title)

By H. J. Haueter

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator 11-29-77

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen file

Oregon State Highway Division
Salem, OR November 1, 1977

Federal Aid Project
No. TQM-M-9809(2)

N. Unit, N.E. Broadway St.-S.E. Harrison St. (Portland)
Pacific Highway East
Multnomah County

Project Agreement Estimate

Type Code 6201			
Roadway (Sta. 15+20 to Sta. 33+56.5)			
Mobilization	All Required (64%)		$ 17,312.00
Temporary Protection and Direction of Traffic	All Required (56%)		6,664.00
Temporary Signs	365 Sq. Ft.	7.00	2,555.00
Temporary Barricades	44 Each	105.00	4,620.00
Temporary Plastic Safety Markers	16 Each	75.00	1,200.00
Flagmen	765 Hour	16.00	12,240.00
Temporary Reflective Pavement Markers	120 Each	5.00	600.00
Removal of Structures and Obstructions	All Required (64%)		12,160.00
General Excavation	All Required (62%)		6,200.00
Trench Excavation	74 Cu. Yd.	25.00	1,850.00
Class "B" or Class "C" Asphalt Concrete	1,100 Ton	18.75	20,625.00
Class "E" Asphalt Concrete	815 Ton	20.00	16,300.00
Asphalt in Tack Coat	2 Ton	200.00	400.00
8-inch Sewer Pipe	70 Lin. Ft.	10.00	700.00
10-inch Sewer Pipe	132 Lin. Ft.	9.00	1,188.00
Aggregate Bedding & Backfill	42 Cu. Yd.	20.00	840.00
Concrete Inlets, Type P	9 Each	275.00	2,475.00
Curbs, Walks, Driveways and Ramps	205 Cu. Yd.	115.00	23,575.00
Extra for Asphalt Approaches	12 Each	150.00	1,800.00
Adjusting Manholes	11 Each	60.00	660.00
Adjusting Boxes	2 Each	60.00	120.00
Removal of Existing Sign Installations	All Required (61%)		457.50
Sign Support Footings	All Required (57%)		3,762.00
Special Pipe Sign Posts	All Required (65%)		3,575.00
Special Dual Purpose Pole Sign Mounts	All Required		210.00
Dual Purpose Pole Cantilever Arm	All Required		4,725.00
Type "C" Signs in Place	111 Sq. Ft.	7.00	777.00
Type "H" Signs in Place	19 Sq. Ft.	8.00	152.00
Move & Reinstall Existing Signs	All Required (63%)		630.00
Sign Illumination Equipment	All Required (44%)		1,144.00
Illumination			
Pole Foundations	All Required (67%)		$ 10,200.75
Roadway Lighting Poles & Bracket Arms	All Required (67%)		10,552.50
Luminaires and Ballasts	All Required (64%)		8,128.00
Switching, Conduit, Wiring, Lamps, Etc.	All Required (62%)		19,530.00
Traffic Signal Installation, Complete	All Required (74%)		27,380.00
			$225,307.75

Anticipated Items		
Permanent Pavement Striping (S.F.)	All Required (60%)	$ 600.00
Remove Pavement Striping (E.W.)	All Required (60%)	600.00
City of Portland (Water)	All Required	1,995.00
Temporary Illumination (City)	All Required	4,203.48
		$ 7,398.48
	Subtotal	$232,706.23
	Engineering	31,414.77
	Total	$264,121.00

Length of Project . . . . . 0.348 mile
Cost of Roadway Per Mile $758,968.39

SUMMARY OF FUNDS (85.8%)

Description		Total Cost	Federal Funds	State Funds	City Funds
Roadway, TQM-Funds	Group 2	$ 31,379	$ 26,923	$ 4,456	$
Roadway, M-Funds	Group 3	232,742	199,692	14,297	18,753
Total		$264,121	$226,615	$18,753	$18,753

Group 2 7%
Group 3 56%
Contract No. 8622
Prefix 26-1082

The total of Project U-130(9) and TQF and TQM funds on this contract are fixed and the overruns or underruns must be charged to the M-type funds.

Change the Group percents at project agreement time.

#8622

STATE OF OREGON

INTEROFFICE MEMO

1E

TO: HAL VERSTEEG
Head of Engineering

DATE: October 3, 1977

FROM: DONALD R. ADAMS
Project Development Manager

SUBJECT: Broadway/Holladay-Clay/Harrison Sections
Pacific Highway East
Grand Avenue (ORE 99E)

This is to confirm our telephone conversation of September 28 regarding the indirect source permit for the captioned section.

We have been assured by Tony George of the Department of Environmental Quality that the indirect source permit will be completed and available to the City of Portland on September 30, 1977. The City of Portland advised that no revisions have been made by the Department of Environmental Quality to their indirect source permit application. They are satisfied with the permit and will not need the usual two-week review period following receipt of the indirect source permit from DEQ. The application has been reviewed by ODOT and is acceptable. Since no revisions of the permit have been made by DEQ and no corrections or response by the City of Portland or ODOT is necessary, the indirect source permit, as received, will be acceptable.

This confirms our position that the subject contract should be advanced for the contract bid opening the latter part of October.

DRA/ldo

cc: R. N. Bothman
G. A. Potter
J. D. McClure
D. A. Willhite

REFERRED TO

Beard ____ Dorn ____
Cole ____ Sample ____
Eriksen ____ Watson ____
Hager ____ Lau ____
Return ____ Discuss ____ Do ____ File Copy ____ Due ____
BY FINAL DESIGN ENGINEER

1 Versteeg
2 Christensen
George
Olsen
Terpin
Sullivan
Scott
Savage

Trout

RECEIVED
OCT 06 1977
ENGINEERING SECTION

Do Not File ☐
Return To ____
Bring Up ____/____/____
Action ____

81-125-1387

8622 10-3-77 8

U.S. DEPARTMENT OF [illegible]

LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO.
See Below

COUNTY NAME
Multnomah

PROGRAM STAGE (Check) 1. [ ] 2. [ ]

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
71401

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 21 '77
REFER TO
FOR

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
9-28-77	10-3-77	FAU 9809	City Street

GENERAL LOCATION:

"N.E. Broadway - S.E. Harrison St. Section"

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[ ] PREPARATION

[X] OTHER (Specify) Utility Adjustment
(City of Portland- Dept of Public Works)
TEC NTE $4,203.48 - F.F. $3606

[ ] ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
[ ] OF BIDS

[ ] CONSTRUCTION - PROCEED ON AN AGREED
PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 9-28-77, you are authorized to proceed with adjustments for City of Portland-Dept of Public Works temporary street lighting on an actual cost basis. Pole permit costs are non-participating based on Ted Inloes' certification of the cities rights.

I approve the agreement with the City of Portland - Dept of Public Works consisting of verbal notice of conflict and the plans and estimate furnished by Mr. Swan's 9-28-77 letter.

Approval and participation for the portion of the work authorized above is subject to the provisions of the Federal-Aid Highway Program Manual.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-3-77	W. G. Garnett	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626 787

8622

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

September 30, 1977

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
October 20, 1977 Bid Letting

TO: F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened October 20 on the following projects:

1. Albany-Corvallis Highway at Circle Blvd.
   Benton County

   Grading and paving

   Bicycle trails will not be included as the project consists of minor grading and surfacing to obtain a left-turn refuge. Four-foot shoulders will be provided throughout the project.

2. Pacific Highway East at S. Ivy St. (Canby)
   Clackamas County

   Paving and signals

   Paving incidental to signal installation

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Muddy Creek Bridge
   FAP No. 4S-436(2)
   Lane County

   Grading, paving and structure

   Paving incidental to channel change and structure replacement. 30-foot roadway on structure and roadway.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "Footpaths

and trails are not required to be established... if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

4. Jessie M. Honeyman State Park
Lane County

Sewage disposal

Same as No. 2

5. Albany-Junction City Highway at SW 34th Ave (Albany)
Linn County

Grading, paving and signals

Existing Class III bikeway to be replaced in kind.

6. NE Sandy Blvd U'xing
East Portland Freeway
Multnomah County

Grading, paving and structure.

Eight-foot Class II sidewalk/bikeway to be incorporated on structure and approaches.

7. E. Main St-East Clay St (Monmouth)
Atwater Street S
Polk County

Grading and paving

Five-foot sidewalks to be constructed.

8. NE Broadway St-SE Harrison St (Portland)
Pacific Highway East
Multnomah County

Grading, paving and signing

Seven-foot sidewalks to be constructed.

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Hamwell

8622

9-28-77

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
TQM-9809(2) & TQF 26(8)

STATE PROJECT NO.
See below

COUNTY NAME
Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administration
Salem, Oregon

PROGRAM NO.

ITEM NO.
71107 & 71401

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 30 '77
REFER TO
Routing
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
9-28-77	9-28-77	FAU 9809 and Primary 26	City street and Primary 1E

GENERAL LOCATION:
"N.E. Broadway-S.E. Harrison St. Section"

GENERAL DESCRIPTION OF WORK:
Grade, pave, sign, signals and illumination (Code 6201,Y030, Y031 Miles 0.546)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify) Perm. pavement striping (S.F.) $1,000
Remove Pavement striping (E.W.) 1,000

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's September 2, 1977, and September 23, 1977, requests and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $404,469 - Federal Funds $347,018.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-28-77		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8622

ROW 18-4

9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 28, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street N.E.
Salem OR 97310

Temporary Street Lighting
City of Portland, Dept. of
Public Works
(Pacific Power & Light Co.)
N.E. Broadway St.-S.E. Harrison
St. (Portland) Section
Pacific Highway East (Grand Ave.)
Multnomah County
Project No. TQM-M-9809(2)

Dear Mr. Green:

Here is a copy of an estimate of cost for the up and down charges for temporary street lighting to be installed by Pacific Power & Light Company for the City of Portland dated September 7, 1977.

A certification prepared by Ted Inloes as to the City's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to Pacific Power & Light Company dated June 1, 1977, was previously supplied your office.

The conflict was originally anticipated. The City was advised verbally of the conflict as soon as it was known. The power companies were advised by letters dated June 1, 1977, Please refer to our letter to you dated August 24, 1977, regarding temporary lighting for the south portion of the project. The relocation agreement will, therefore, consist of verbal notification of conflict to the City, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

No State permits are required for this job as it is a City street.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1)(b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

NOTED
E. S. HUNTER

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $4,377.68.

Yours truly,

D. E. Swan

D. E. Swan
Federal-Aid Engineer

DES:JMC:db
Enclosure
cc: E. S. Hunter
Robert Church
Jack M. Cartwright
Ted Inloes

RECEIVED
TECHNICAL SERVICES
SEP 28 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8622 9-26-77 2

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

TO

FEDERAL AID PROJECT NO.: M-M-9809(2) & TQF-26(8)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator, Salem, Oregon

PROGRAM NO.:

ITEM NO.: 71107 & 71401

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 27 77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 9-8-77

FEDERAL ROUTE NUMBER: FAU 9809 and Primary 26 ok to McKinney

STATE ROUTE NUMBER: City Street & Primary 1E

GENERAL LOCATION:

"N.E. Broadway - S. E. Harrison St. Section"

GENERAL DESCRIPTION OF WORK:

Correction of authorization

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)
Correction of authorization

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My PR-1240 dated 9-8-77 with an authorization date of 9-8-77 as reads "Reimbursement on an actual cost basis is approved" is corrected to read "Reimbursement on an agreed lump sum basis of $2,773 - federal funds $2,379 is approved."

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-26-77	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-956

#8622

1E

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 8/23/77
Harold L Bartlett

9-22-77 Bid Letting _____ All Clear Deadline
~~9-25-74~~

SECTION NE Broadway St - NE Harrison St.
Highway Pacific Hwy. East
County Multnomah Region _____
Type of Work C-P-I Illum. Funds FAU # FA
State ✓ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration	X					
Project Assessment		X	X	X	X	
Write-off Letter	X					
PERMITS:						
Division of State Lands	X					
D.O.G.M.I.	X					
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution		X				Permit to be issued by Sep 30'77.
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage	X					
NOISE:						
Noise Study	~~X~~				X	

8622 9-8-77 8

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. TQM-M-9809(2) & TQF-26(8)

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71107 & 71401

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 12 '77
REFER TO
FOR
Info | Inv.E | R.D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	9-8-77	FAU 9809 & Primary 26	Primary 1E & City street

GENERAL LOCATION:

"N.E. Broadway - S.E. Harrison St. Section"

GENERAL DESCRIPTION OF WORK:

Utility adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Utility adjustment
(Portland General Electric Co.)
TEC NTE $2,773 - F.F. $2,379

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 8-24-77 letter, you are now authorized to proceed with the actual adjustments for Portland General Electric Company's facilities involving up and down charges for temporary lighting. Reimbursement on an actual cost basis is approved.

I approve the agreement with Portland General Electric consisting of OSHD Regional Engineer's letter of 8-2-77, the Utility's letter of July 26, 1977, and the plans and estimate furnished by Mr. Swan's 8-24-77 letter. Approval and participation for the portion of work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-8-77	[signature]	For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8622

ROW 18-4

Oregon State Highway Division

ROBERT W. STRAUB
GOVERNOR

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 24, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street N.E.
Salem OR 97310

Temporary Street Lighting
City of Portland, Bureau
of City Streets
N.E. Broadway-S.E. Harrison
Sts. (Portland) Section
Pacific Hwy. East (Grand Ave.)
Multnomah County

Dear Sir:

Here are two copies of an estimate of cost for the up and down charges for temporary street lighting to be installed by Portland General Electric Co. for the City of Portland.

A certification prepared by Gary Kennen as to the rights of the City of Portland in the land occupied by their facilities which are managed by Portland General Electric (PGE) and Pacific Power & Light (PP&L), respectively, is in our files.

The City and the power companies are aware of the conflict. It has been verbally agreed between the three that PGE will prepare an estimate of cost for the portion of the illumination for which they are responsible and that PP&L will prepare an estimate of cost for the portion of work for which they are responsible. The two estimates will be submitted to the State combined into one project which will be constructed by PGE. The relocation agreement will, therefore, consist of the verbal notification of the conflict, the estimate and sketches, half of which is submitted herewith and our letter authorizing the City and PGE to proceed with the work. The portion of the work for which PP&L is preparing the estimate of cost will be submitted by separate correspondence.

No State permits are appropriate for this job since it is a City street.

The State is not entitled to a credit for expired service life under the provisions of PPM 30-4, as the relocation involves a segment

NOTED
J. H. VERSTEEG

of facilities less than one mile in length. There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with this portion of the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $2,773.39.

Yours truly,

per J. L. Gaither

D. E. Swan
Federal-Aid Engineer

DES:PP:db
Enclosure

cc: E. S. Hunter
Robert Church
Phil Preston

RECEIVED
TECHNICAL SERVICES
AUG 25 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8622 8-24-77 8'

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: TQM-M-9809(2) & TQF 26(8)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 71107 & 71401

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 30 '77
REFER TO
Mr. Swan
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE P&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	8-19-77	Primary 26 and FAU 9809	Primary 1E

GENERAL LOCATION:

"N.E. Broadway St. - S.E. Harrison St. (Portland) Section"

GENERAL DESCRIPTION OF WORK:

Utility adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify) Utility adjustment
(City of Portland - Bureau of Water Works)
TEC NTE $8,995 - FF $7,717.

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 8-19-77 and 8-23-77 letters you are now authorized to proceed with the actual adjustments of the City of Portland's Bureau of Water Works water facilities on an actual cost basis.

I approve the Agreement with the City of Portland Bureau of Water Works consisting of your Utility Engineer's verbal notice of conflict, the City of Portland's letter of 6-14-77 and the plans and estimate furnished by Mr. Cartwright's letter of 7-5-77. Approval and participation for the portion of work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-24-77	G. L. Green	For Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978—631-058

8622

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
July 15, 1977

FROM: Duane O. Christensen
Final Design Engineer

TO: MEMO TO THE FILES

SUBJECT: NE Broadway-SE Harrison (Portland)
Pacific Highway East
FAU - 9809
Multnomah County

Informed by Dave Willhite on Thursday, July 14, 1977, that an Indirect Source Permit from D.E.Q. will be required on the subject project.

This was confirmed by Gary Potter on July 15, 1977. Permit application will be to D.E.Q. by August 1, 1977. It is being prepared by the Environmental Section and the City of Portland. Mr. Potter indicates that the earliest this project can be cleared for would be the September 22, 1977, letting.

Please reschedule this project for the September 22, 1977, letting.

Cover on Aug 25.

1 Versteeg ✓
Olson
Copy Christensen
Scott
Copy Swenson
Savage
2 Trout ✓

RECEIVED
JUL 25 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

DOC:az
cc: E. S. Hunter
D. H. Moehring
E. L. Hardt
C. T. Keasey
G. Potter
W. J. Hart
L. E. George
W. E. Cole
A. L. Brummitt

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
JUL 15 1977
File: PM FA LG OP
TAA

cc DE Swan – Please reschedule D Kinnear
D.O Christensen
E L Hardt
Gary Potter

(Meeting with Metro, Hwy (Jon Fosc and Dave Willhite) occur. Recommend reschedule to Sept. 22.

8622

ROW 18-4

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

P. B. KLABOE
Administrator and
State Highway Engineer

July 5, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street N.E.
Salem OR 97310

Water Facilities Adjustment
Bureau of Water Works, City
of Portland
N.E. Broadway St.-S.E. Harrison
St. Section
Pacific Highway East (Grand Ave.)
Multnomah County
Project No. U-26(-)

RETURN
E. S. HUNTER

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust the Bureau of Water Works' facilities dated June 14, 1977, and a sketch showing their proposed relocation.

A certification prepared by Gary Kennen as to the Bureau's (City's) rights in the land occupied by their facilities is in our files.

The conflict was originally anticipated. The Bureau was advised verbally of the conflict as soon as it was known. The relocation agreement, will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued as the facilities occupy City Street right of way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1)(b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of the Bureau's facilities.

RECEIVED
STATE HWY ENGR
JUL 5 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 81-734-3123

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $8,995.29.

Yours truly,

Jack M. Cartwright
Utility Office Engineer

JMC:db
Enclosure

bc: E. S. Hunter
D. E. Swan
Robert Church

Gary Kennen

#8622

12

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR 97310

June 21, 1977

FILE:

FROM: L. E. George
Traffic Engineer

TO: D. O. Christensen
Final Design Engineer

SUBJECT: Joint Sign-Signal Support
Grand Avenue (Broadway-Harrison)
Pacific Highway East
Multnomah County

Attached hereto is a sketch showing a proposed sign cantilever structure with joint signal attachments in the northeast quadrant. This location will place the sign in the approximate location as the existing sign.

The two span wires located on the sign structure pole will require a 5/8 inch thimbleye bolt at a height of 24 feet above the sidewalk. In addition, we will have our signal contractor drill and tap for wiring entrance for pedestrian signals and controller cabinet.

Would you please proceed with the design of the sign cantilever structure. This project is presently scheduled for the August 25, 1977 bid opening.

L. E. George
Traffic Engineer

WRZ:ds
Attachment

cc: G. J. Ballard
W. G. Beard

REFERRED TO
Beard WGB Reed
Cole Sample
Briksen Watson
Heger Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
Olson
Christensen DOC
Scott
Swenson
Savage
Trout

RECEIVED
JUN 23 1977
ROAD DESIGN SECTION

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Hi Copy Beard

6-23-77
Information to Br.
for Design.
DOC

POLE NO 2

POLE NO 3

POLE NO 1
(3rd Post)

POLE NO 4

N.E GRAND

AVE.

HOLLADAY

Joint Sign on Sig. Standard Pole

3 Beam Sign Support

#8622

Yellow 12

FORM 81.734.3080

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 9, 1977

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Broadway-Harrison (Grand Ave) Section
Pacific Highway East Highway
Multnomah County

TO: L. L. Wallace
Bridge Design Engineer

Overhead sign support design for the above section is required.

Please prepare design, plans and weights of the sign support structures and return a copy to us.

Attached is one set of cross-sections of the required locations as listed below. Also noted is the type of support needed.

Sta. 53+50 (approximately) existing cantilever sign structure to be moved and modified to locate Sign 75 in position shown on accompanying cross-section. This cantilever sign structure was designed and built by State Forces and we have no design information.

cc: W. G. Beard
W. E. Cole, Design Team Supervisor

#8622

1E

Salem, Oregon
June 8, 1977

Duane O. Christensen
Final Design Engineer

E. L. Hardt
Region I Engineer

NE Broadway-SE Harrison
(Portland) Section
Pacific Highway East (Grand Ave.)
Multnomah County

We have reviewed M. D. Payne's recommendation to re-profile Grand Avenue by using the C.M.I. RotoMill machine. We do not recommend this procedure for this project for these reasons:

C. J. Gregg indicated that the structural integrity of the existing surfacing would not be adequate after trimming 4 to 4-1/2 inches from the top surface and would have to be replaced with a base course to regain what had been trimmed. This would add to the cost of the project.

Widening four feet on both sides and reconstructing a new curb will maintain 6 inches of new curb exposure. The transverse grade will remain the same on that portion of the pavement not widened. Please note that at intersections some pavement will be removed to alter the grade and reduce the ride over to a maximum of 0.045 foot per foot algebraic difference ride over.

Due to the heavy traffic on Grand Avenue it would be almost impossible to maintain two lanes of traffic during construction with the use of this machine.

We agree that reclaiming existing surfacing by trimming or processing in place is the coming thing but again do not think that this particular project justifies the use of the C.M.I. RotoMill.

WEC:az
Enclosure
cc: J. D. McClure
M. D. Payne

Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
JUN 0 8 1977
ROAD DESIGN SECTION

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Bring Up ___/___/___
Other

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: MAI 12

MILWAUKIE

May 18, 1977

FROM: M. D. PAYNE
District Engineer

TO: E. L. HARDT
Regional Engineer

SUBJECT: N.E. Broadway St. -
S.E. Harrison St.
(Portland) Section
Pacific E (Grand Avenue)
Multnomah County

The preliminary plans call for widening four feet each side and a 1 1/2" A.C. Overlay. Grand Avenue already has excessive crown and the overlay would compound that problem. The lanes will be narrowed from 12 to 11 feet. This will crowd trucks closer to the curb line and the chance of high loads hitting utility poles is increased.

I would like to recommend that the street be trimmed to a uniform transverse grade that would be somewhat close to our standard crown section.

The CMI Roto-Mill should do the job at a cost of $20,000 - $25,000. This is assuming average 4 1/2 inches of trimming @$0.40 per sq. yd. per 1 inch thick.

This would not only improve the grade on this street, but would bring one of these machines into the Portland area. Cities, Counties and State are all faced with the same problem of adding overlays until the curbs are buried and the drainage no longer functions as designed.

This project could be the start of a long range program to re-profile streets in lieu of rebuilding. There are many apparent side benefits to trimming, such as reclaiming the trimmed material for use in other paving or base projects.

The Roto-Mill will also trim or texture P.C.C.

Trimming and re-texturing of our streets and highways is going to become a standard method of construction. Grand Avenue would be a ideal project to get started with.

If you agree, would you pass the proposal along to those who can, or will bring the change about.

MDP:in

Attachment

RE RWE RCE
TE
UE RECEIVED RSC
SO REGION 1

cc: Hal Hawkes, with attach.
Sounds like a good idea. How about it?
Ed

#8622 19

FORM 81.734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
June 7, 1977

W. E. Cole

FROM: W. E. Cole
Design Engineer Supervisor

TO: MEMO TO THE FILES

SUBJECT: N.E. Broadway-S.E. Harrison St.
(Portland) Section
Pacific Highway East (Grand Ave.)
Multnomah County

A design review was held in Portland at Region I office on the subject project. In attendance were:

Marion Craft, Region I Construction Engineer
W. E. Hoffman, Resident Engineer
Ted Inloes, Region I Utilities Engineer
D. H. Haynes, Salem
W. E. Cole, Salem

REMARKS:

Reviewed M. D. Payne's letter requesting this project be trimmed and re-profiled with the use of the C.M.I. RotoMill machine. I indicated that this had been reviewed with C. J. Gregg and he does not recommend this approach. Trimming 4" to 4-1/2" from the top surface would reduce the structural integrity of the pavement and would require additional base course thereby increasing the cost of this project.

Ted Inloes discussed temporary illumination during the life of the project. He will discuss with City of Portland.

Specifications should indicate saw cutting be required at those locations where the existing walk is to be partially removed.

WEC:az
cc: To All Participants
Art Brummitt
Paul Barnhart

1 Versteeg ✓
Olson
2 [illegible] Doc
Scott
Swenson
Savage
Trout

RECEIVED
JUN 07 1977
ROAD DESIGN SECTION

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Receiver Keep ☐
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Return To
Bring Up
Other

#8622

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FORM 81-734.2020

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

May 26, 1977

FILE:

FROM: L. E. George
Traffic Engineer

TO: D. O. Christensen
Final Design Engineer

SUBJECT: Signing
N.E. Broadway St.- S.E.
Harrison St.(Portland) Sec.
Pacific Hwy. E. (Grand Ave.)
Multnomah County

Attached are two prints of the approved sign study plans for the above named project.

L. E. George
Traffic Engineer

ELS:rw
Attachments

cc: R. N. Bothman w/Attachment
E. L. Hardt w/Attachment
F. T. Lacey w/Attachment

REFERRED TO

Beard W&B Reed
Cole Sample
Eriksen Watson
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER
One print retained by Beard

1 Versteeg
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2 Christensen DO
Scott
Swenson
Savage

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MAY 31 1977
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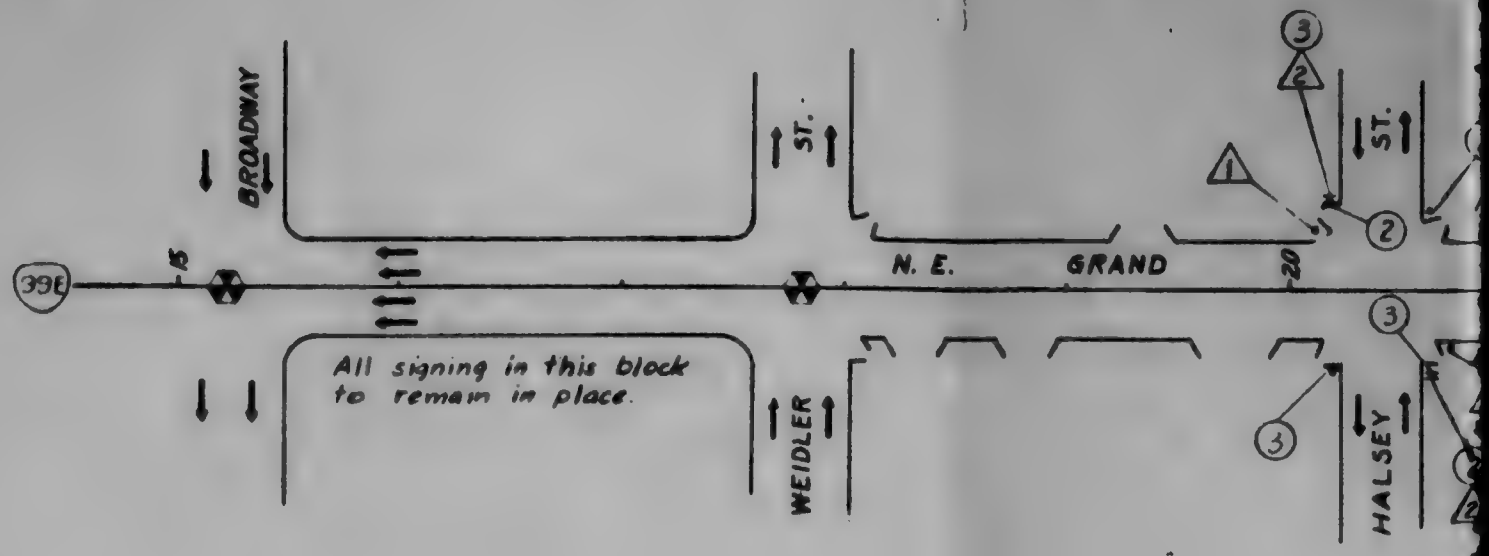
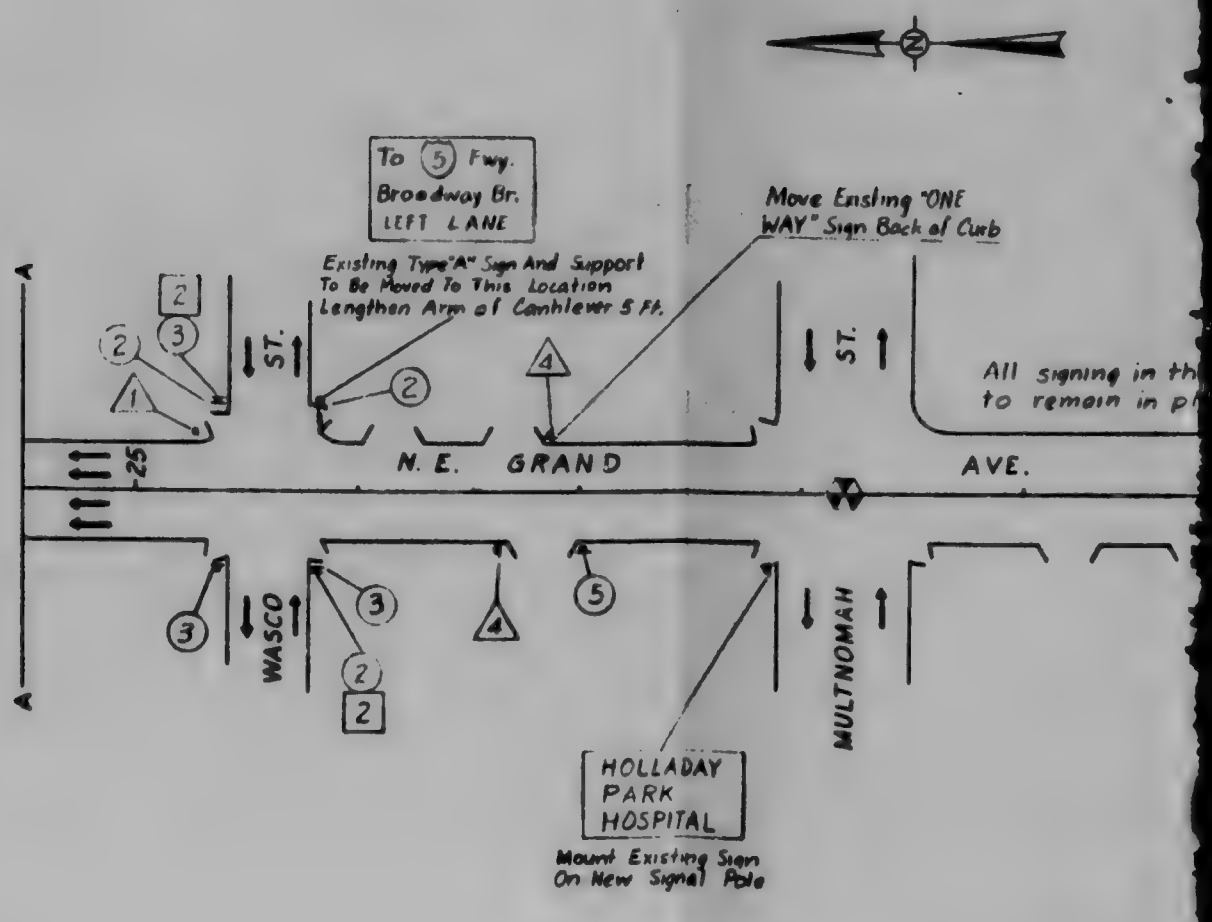
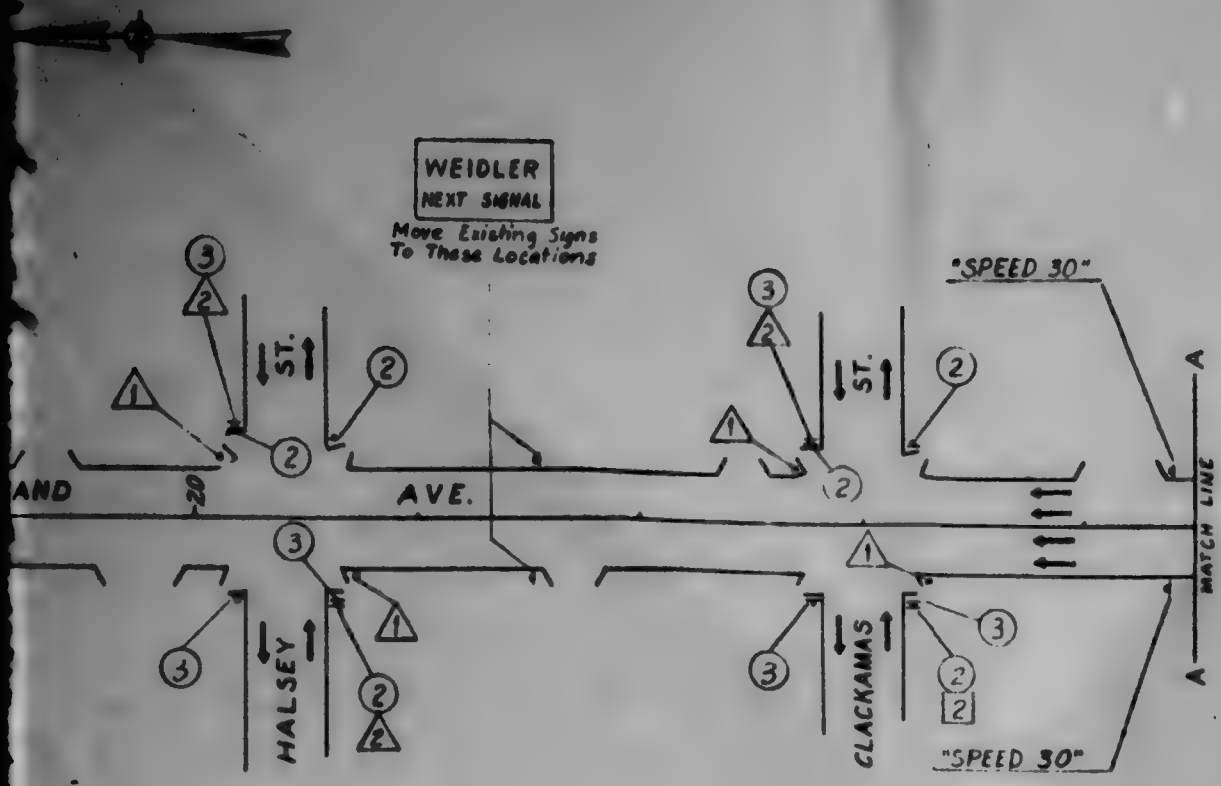
NOTE : City to install "NO PARKING" signs.

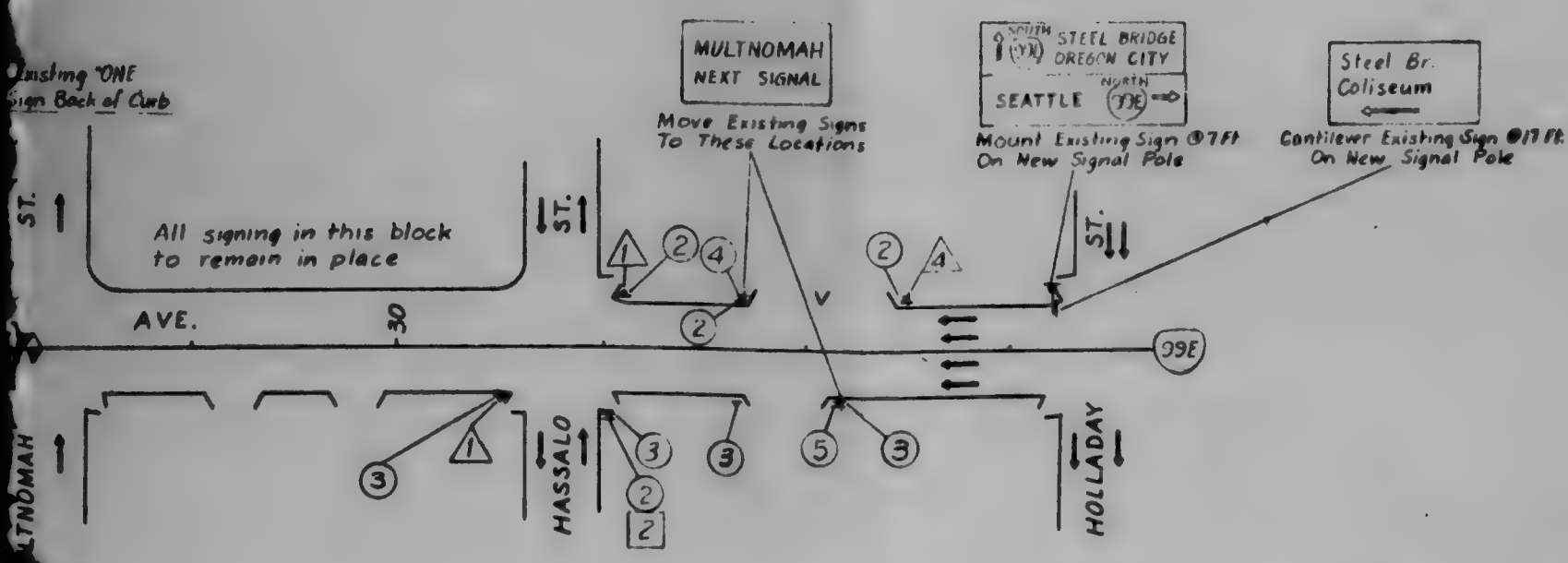




NOTE : Se

· Signaliz





NOTE: See Sheet 2 For Sign Details.

◆ - Signalized Intersection

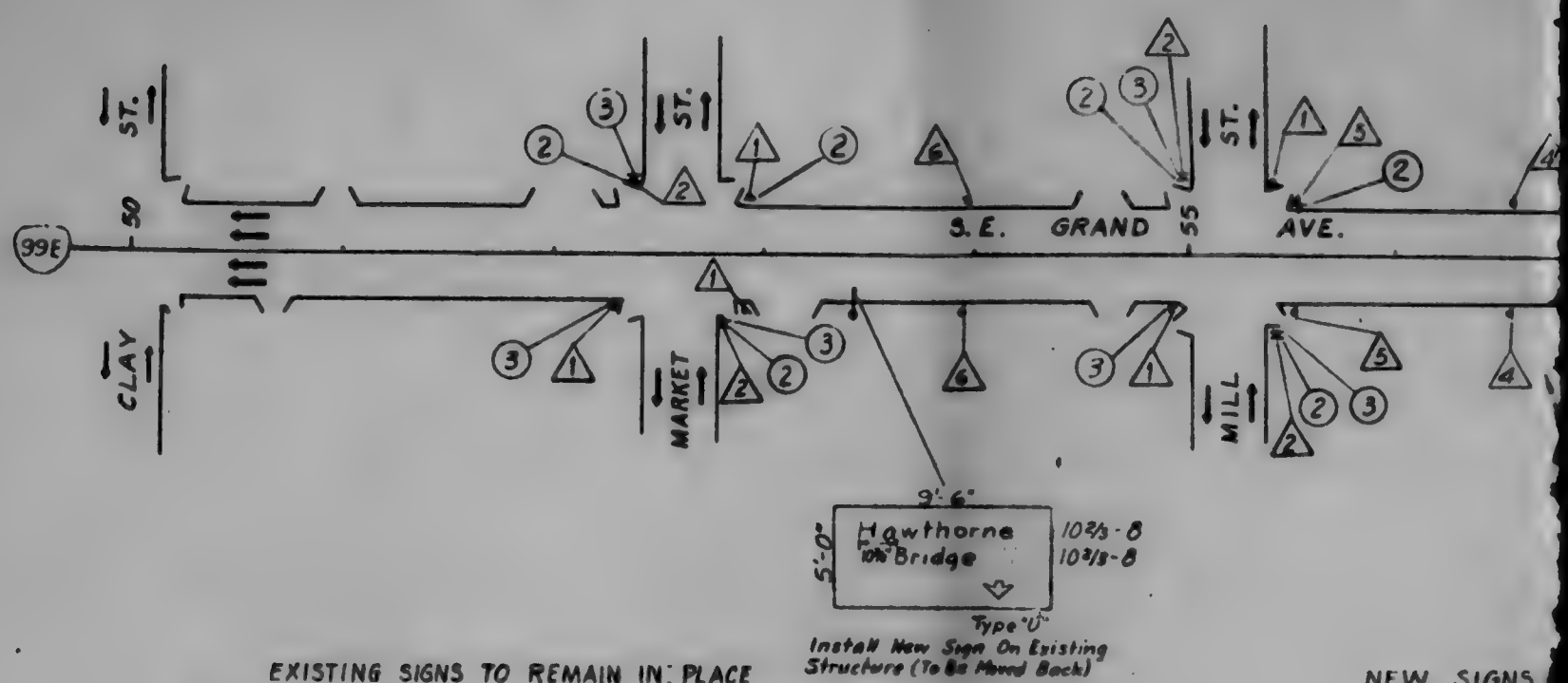
M. J. Martini, Sr. Traffic Eng'r.
Until Approval
5 6/77
DATE

SIGNING PROJECT

BROADWAY – HARRISON ST. (GRAND AVE.)
PACIFIC HWY. EAST - MULTNOMAH COUNTY

Action	Date	Sign Date	Title
Submitted	4-19-77		Traffic Control Engr.
Approved	4-20-77		Dept. Director
"	5/24/77		Traffic Engineer
"	5/25/77		Asst. Hwy. Engr.
Initiated	6/05/77		

NOTE: City to install "NO PARKING" signs.



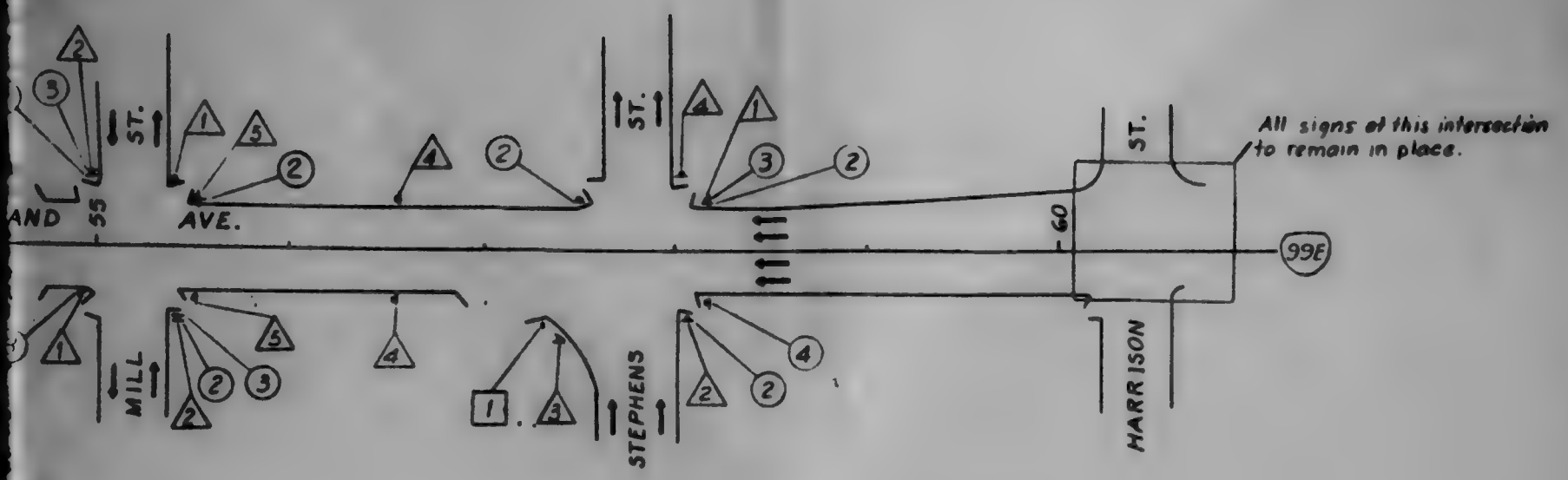
EXISTING SIGNS TO REMAIN IN PLACE

[1] Existing street name sign to remain in place.

[2] Existing "STOP" sign to remain in place.

NEW SIGNS

DELETED



NEW SIGNS TO BE INSTALLED

DELETED ① ONE WAY ② ONE WAY ③

NO LEFT TURN ④ NO RIGHT TURN ⑤

EXISTING SIGNS TO BE MOVED

1. Existing street name signs and supports to be moved to this location.
2. Existing "STOP" sign and support to be moved to this location.
3. Existing "STOP" and "DO NOT ENTER" signs and supports to be moved to this location.
4. Existing route shield assembly and support to be moved to this location.
5. Existing "Speed 30" sign and support to be moved to this location.
6. Mount existing "Clay - NEXT SIGNAL" sign on new support.

M. J. Martini, Sr Traffic Engr.

5 6 77

SIGNING PROJECT

BROADWAY – HARRISON ST. (GRAND AVE.)
PACIFIC HWY EAST – MULTNOMAH COUNTY

Action	Date	Title
Submitted	4-19-77	Traffic Control Engr.
Approved	4-20-77	[illegible]
"	5/04/77	Traffic Engineer
"	5/25/77	Asst. Hwy. Engr.
Accepted	5/25/77	

#8622

STATE OF OREGON

INTEROFFICE MEMO

18

TO: L. E. GEORGE
Traffic Engineer

DATE: May 16, 1977

FROM: JAMES D. McCLURE
Project Development Engineer

SUBJECT: Preliminary Sign Plans
NE Broadway St.-SE Harrison St. (Portland) Section
Pacific Highway East
Multnomah County

The City has reviewed the subject plans. Attached is M. J. Martini's May 6 letter of concurrence and his comments.

This office has reviewed the subject plans and offers the following suggestions:

1. The "Hawthorne Bridge Left Lane" sign should be relocated on the east side of Grand Avenue. If relocated on the west side, a down arrow should be used.

2. The proposed near right, far left placement of one-way signs conflicts with Portland's practice of using far left, far right locations. It is suggested that a third sign at a far right location be added at each intersection.

3. The legal responsibility for installing "No Parking" signs rests with the City of Portland. We should add "by others" after the parking signs and request the City to make these installations at the appropriate time.

4. A #2 sign in the southeast corner of Stephens Street should be a #3 sign.

Our suggestions, prepared by Mr. D. L. Peterson, have also been reviewed with Mr. Martini on May 10 and he concurs with our suggestions.

JDM/ldo

Attachment

cc: E. L. Hardt
O. O. Christensen
D. L. Peterson

REFERRED TO

Beard WBB	Reed
Cole	Sample
Eriksen	Watson
Heger	Wolfe

Return Discuss Do File Copy Due

BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Olson
2 Christensen Doc
Scott
Swenson
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MAY 20 1977
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Other

81-125.1387

8622 1E

Salem, Oregon
April 15, 1977

ORIGNAL SIGNED]
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

Robert N. Bothman
Metropolitan Engineer

NE Broadway St.-SE Harrison St.
(Portland) FAU - 9809
Pacific Highway East
Multnomah County

The City of Pottland has requested a construction cost estimate for the subject project in order to commit funds for the advance deposit prior to July 1, 1977. so City budget problems can be avoided.

The Construction Cost Estimate is as follows:

Grading, Surfacing & Drainage	$158,896.00
Illumination	$ 72,000.00
Signalization	$ 25,863.00
Move Water Services (City)	$ 35,000.00
Engineering & Contingencies (20%)	$ 58,352.00
Total	$350,111.00

WEC:az
cc: L. W. Rulien
W. J. Hart, Bridge
L. E. George
Specifications
D. Swan
W. E. Cole

Verstoeg ✓
Olson
Christensen
Scott
Swenson
Savage
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APR 15 1977
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Bring Up ___/___/___
Other

#8622 1E

STATE OF OREGON

INTEROFFICE MEMO

L. W. RULIEN
Program Management Engineer

TO: V. H. VERSTEEG
Road Design Engineer

DATE: March 28, 1977

FROM: JAMES D. McCLURE
Project Development Engineer

File: 26-1946

SUBJECT: Pacific Hwy. East (Grand Avenue)
Broadway/Holladay - Clay/Harrison
Multnomah County

I have discussed the subject project with Glen Pierce, City Engineer's office, concerning your anticipated August or September letting date for the project. This gives the City problems since they are required to commit funds for the advance deposit prior to July 1. Bill Cole advised Glen of the possible solution to develop multiple projects--one for the roadway work, and an additional contract for the illumination and signalization which is holding up the project by the City. The City would like to avoid letting separate contracts since it is obvious that this would increase the cost.

In order to resolve the situation, the City would be willing to make an advance deposit for construction based on the strength of a cost estimate for the total project, including illumination and signals. Mr. Pierce feels that these funds should be committed early in June so City budget problems will not be created. I have discussed the concepts of committing advance deposit funds based on an estimate with George Hopkins, who feels this would be no problem.

Please proceed with the project based on an August letting preferred by the City, with the concept of developing a cost estimate in April for program management to use for committing the City's advance deposit funds.

mb
cc: John Lang, City of Portland
L. E. George
Jon Rose
Dave Willhite

REFERRED TO
Board ... Re...
✓ Cole WEG ... Bi...
Britsen ... Webster ...
Hager ... Wolff ...
Return Discuss Do File Copy ...
BY FINAL DESIGN ENGI...

Roadway Est. April 15 1977
Signals & Illum April 15, 1977

1 Versteeg ✓
Olson
2 Christensen
Scott
3 Swenson
Savage
Trout

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MAR 28 1977
ROAD DESIGN SECTION

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Other ...

81-125-1387

28622

12

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
March 11, 1977

Duane O. Christensen
Final Design Engineer

R. N. Bothman
Metropolitan Engineer

Broadway-Harrison (Grand Avenue)
Pacific Highway East (I-5) 9809
Multnomah County

As per your request, following is the status of the subject project:

1. Road Design can complete its portion of the plans in time for a June letting.

2. Traffic can not complete the signal plans prior to a July letting.

3. Bridge can not complete the illumination prior to an August letting date. City has not totally decided what they desire for an illumination layout.

These times are based on present staff and priorities.

DOC:az
cc: L. E. George
W. J. Hart (Bridge)
W. E. Cole

Verstoep
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MAR 11 1977
ROAD DESIGN SECTION

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8622 Portland

STATE OF OREGON

INTEROFFICE MEMO

TO: FRANK TERPIN
Location Engineer

FROM: ROBERT N. BOTHMAN
Ass't. State Highway Engineer

DATE: February 16, 1977

SUBJECT: Transmittal of Survey Data
Grand Avenue Widening
Clay-Harrison Street and
Broadway-Holladay Street

Transmitted herewith are survey records on subject project. The field survey has been completed. We are, however, awaiting illumination and signal data from the City of Portland. We expect the Portland material to be available February 1 and will forward upon receipt.

This project is shown on our Six-Year Program under urban extension funding for construction in 1977 (found on page 2-6 of Six-Year Program).

These preliminary plans have been approved by the City Engineer's office, as noted by signatures on attached maps returned from City of Portland.

This is a dual funded project and the City of Portland will follow the CRAG process for authorization of additional required funds.

RTE/ldo

Enclosures

cc: [redacted]
G. F. Bresnan
Jon Rose
Glen Pierce, City of Portland

REFERRED TO

Beard — Reed
Cole — Sample
Eriksen — Watson
Hager — Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Verstoeg
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Other

Enclosures:

1 Narrative Report
1 Construction Estimate
1 Location Engineer's Statement
1 Folder Estimate Worksheets
1 Book Profile Grade Sheets
3 Rolls of Cross Sections (template)
1 Book Field Notes
2 Federal Aid Sheets - Base Map (mylar)
3 Rolls of Cross Sections (ground line)
1 Packet - Photos
1 Sheet Typical Sections (mylar)
2 Federal Aid Sheets, Construction Map and Profile (sepia)
1 Sheet Underground Utility Map (sepia)
1 Sheet Removal Map (sepia)
5 Prints Federal Aid Sheets - Marked in Red to Show Signal, Illumination and Other Data from City

81-125-1387

8622 Portland

THE CITY OF PORTLAND OREGON

DEPARTMENT OF PUBLIC WORKS
CONNIE McCREADY
COMMISSIONER

OFFICE OF PUBLIC WORKS ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

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MAR 24 1977
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BY FINAL DESIGN ENGINEER

February 8, 1977

Mr. George Bresnan
Resident Location Engineer
5821 Northeast Glisan Street
Portland, Oregon 97213

Dear Mr. Bresnan:

As requested we have distributed the preliminary copies of the SE Clay-Harrison; NE Broadway-Holladay sections of the Grand Avenue plans to the appropriate City Bureaus. Traffic Engineering and the Water Bureau will respond directly to your utility coordinator, with copies to you. The following comments were made by reviewing Bureaus:

BUREAU OF STREET & STRUCTURAL ENGINEERING

Street Design Division

Revisions have already been made to address changes in wheel chair ramp standards. We understand you will reduce the humps at intersections. Sheet 3 should be corrected to show 15 P.C. concrete curbs instead of 15' P.C. ...

Street Lighting Division

The inclusion of 22 poles with 400 watt HPSV lamps and overhead wiring along the project length is requested. Charles O'Donnell (248-4406) of the Street Lighting Division estimates construction of this system will cost about $45,000. Please call him for any details which your illumination section may need to design the system.

BUREAU OF SANITARY ENGINEERING

Sanitary is concerned that the very flat grades within the project will not provide adequate drainage. If monolithic curb and gutter would not significantly increase costs, they would like to have it used. The City's NPDES permit requires the City to separate the combination sewers where practical. The plans show a couple of inlet locations where this can be accomplished as a part of this project. We are requesting that these inlets be connected to the available storm sewer.

A television inspection of the existing sewer sections has been performed and has found a section of 10" Vitrified sewer pipe between Market and Mill Streets and a break in the 8" Vitrified sewer pipe approximately 186' north of the manhole in Harrison near the westerly curb line which need repair. Ray Sims (248-4209) of the Bureau of Sanitary Engineering discussed these with Gary Kennon of your office on February 8, 1977 and provided a plan showing locations.

BUREAU OF TRAFFIC ENGINEERING

A copy of the report from the Bureau of Traffic Engineering is attached.

Thank you for the opportunity to review these plans.

Sincerely,

John M. Lang

JOHN M. LANG, CHIEF
Bureau of Street and Structural Engineering

SR:jf

Attachments

8622

OREGON STATE HIGHWAY DIVISION

May 6, 1976

Telephone 238-8226

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

ROBERT W. STRAUB
GOVERNOR

P. B. KLABOE
Administrator and
State Highway Engineer

JOHN M. LANG, Chief
Bureau of Street & Structural Engineering
400 Southwest Sixth Rm. 411
Portland, Oregon 97204

NOTED
E. S. HUNTER

Subject: Broadway-Holladay/Clay-Harrison
Sections Grand Avenue

We will include upgrading the lighting on the Broadway-Holladay section of Grand Avenue as a part of the improvement project on Grand Avenue.

This is in accordance with your request of March 23.

A rough estimate of the increase in costs due to the added lighting is $6,000.

MAX J. KLOTZ
Metro Planning Engineer

ldo

cc: E. S. Hunter
E. L. Hart
J. H. Versteeg
K. D. Limbocker
G. F. Bresnan

NOTED
R. L. S...

RECEIVED
MAY 11 1976
Office of
Assistant State Highway Engineer

8622

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF PUBLIC WORKS
CONNIE McCREADY
COMMISSIONER

OFFICE OF PUBLIC WORKS ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

PRO 26-1946
FILE 120

March 23, 1976

ME PE PR1 PR2 DE
O.S.H.D. - METRO
MAR 24 1976
CE FILE T/A

Max Klotz, Metro Planning Engineer
Oregon State Highway Division
5821 NE Glisan Street
Portland, OR 97213

Re: Grand Avenue Project
Broadway-Holladay and Clay-Harrison Sections

Dear Max:

We are hereby requesting an addition to the subject project. Specifically, we ask that upgraded illumination be included in the Broadway-Holladay section of the project and that engineering be performed by the Oregon State Highway Division.

This section of Grand Avenue is currently illuminated by 250 watt mercury vapor lights. We are proposing that the lighting be upgraded to provide 250 watt high pressure sodium vapor lights. This would provide adequate street illumination for this section, and would tie into a City lighting project on Grand Avenue extending north from Broadway to Hancock and east from Grand to Union Avenue.

The Clay-Harrison section of Grand Avenue currently is adequately illuminated. We do not propose upgrading this section.

Your consideration of this request is appreciated. Please call Glen Pierce at 248-4643 if there are any questions.

Sincerely,

John M Lang

JOHN M. LANG, CHIEF
Bureau of Street & Structural Engineering

GRP:lmc

cc: Wayne Fretwell
Bill Oberhue

RECEIVED
STATE HWY ENGR
APR 14 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cc: Limbaker & Brosnan
Please include upgrading of lighting as requested.

cc: [redacted]
Rubin
Hart
Verstaag

R. L. SCHROEDER

K24

August 5, 1975

City of Portland
City Hall
1220 S.W. Fifth Avenue
Portland, Oregon 97204

MISC. CONTRACTS and AGREEMENTS No. 5406

Attn: Mr. Charles J. Spear
Chief Deputy Auditor

Gentlemen:

As requested in your letter of July 30, 1975, we are attaching copies of an urban extension project agreement pertaining to preliminary engineering for the improvement of the Broadway-Holladay and Clay-Harrison sections of the Pacific Highway East.

We have retained a fully executed copy of this agreement for the Transportation Commission files.

Very truly yours,

C. W. Read
COMMISSION SERVICES

bc: Don Harwell

FN:dp

8122 DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-28-75

FEDERAL AID PROJECT NO.
U-130(9)

STATE PROJECT NO.
Broadway-Holladay and Clay-Harrison Streets

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO.
U-200

COUNTY NAME
Multnomah

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

STATE HWY ENGR
JUL 30 '75
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File
REFERRED

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	July 28, 1975	Primary Route 26 / Primary Route 1E

GENERAL LOCATION:
SR 99E - Grand Avenue - City of Portland

NOTED
E. S. HUNTER

GENERAL DESCRIPTION OF WORK:
Urban Extension - City of Portland
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program memorandum of July 28, 1975 approved this project for inclusion in the Federal-aid program.

As requested inMr. Rulien's July 2, 1975 letter you are authorized to proceed with all phases of preliminary engineering necessary to obtain PS&E approval for a total estimated amount of $15,000.00 - federal funds $11,700.00.

7-30-75
ORIGINAL TO
L. W. Rulien
Watt.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-28-75	C R Bergquist	for Division Engineer

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

1622

~~PRO 6-2~~

July 2, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. M. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. U-130(9)

We are submitting program data for one project, Item No. 200, Project No. U-130(9), "Broadway-Holladay and Clay-Harrison Streets (Portland) Section", which we desire to have included in the Federal-Aid Urban Extension Highway Program.

We request, concurrent with program approval, authorization to proceed with all phases of preliminary engineering by City of Portland and State forces necessary to obtain P.S. and E. approval.

CL:bb

Enc.

Budget Bureau No. 41-R20

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO U.O.

FORM PR-1 (REV. 4-61)

7-2-75

FEDERAL-AID PROGRAM DATA

(PPM 21-3)

CARD 2	REPORT NUMBER: 1	PROJECT LOCATION (45 typewriter spaces): SR 99E, Grand Ave. (Portland)	ADT	PRESENT: See Below	FUTURE: See Below	YEAR: 95	REGION: 10	STATE NAME: Oregon	
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): Preliminary Engineering	NATL. FOREST	FH ROUTE NO.	SUPV. AREA	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER (U-) NUMBER: 130
CARD	CLASS OF FEDERAL FUNDS: Urban Extension						COUNTY NAME: Multnomah		
	NAME OF URBAN AREA: Portland						ROUTE NO. P	FEDERAL-AID: 26	STATE: 1E U.S.: --

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS	WORK: TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(1-4 5)	(16)	41	42	43 46	53		(54) (59)	(60) (66)	(67) (70)		
5					PE		SR 99E, Grand Avenue (Portland)	0.6	15,000	11,700	3,300	
5					ROW							
5					CONST (CODE)		"Broadway-Holladay and Clay-Harrison Streets (Portland) Sec."					
								0.6	15,000	11,700	3,300	

(16) (23) (24) (25) REMARKS

ADT:

	1975	1995
Broadway-Holladay	15,000	21,000
Clay-Harrison	23,000	30,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

7-2-75

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
99E, Grand Ave. (Portland)	ADT	See Below	See Below	95	10	Oregon	41	032	200

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AREA	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
ering								U-	130	(9)		

Urban Extension

Portland

COUNTY NAME: Multnomah — CODE: 051

ROUTE NO. P — FEDERAL-AID: 26 — STATE: 1E — U.S.: — — PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		SR 99E, Grand Avenue (Portland)	0.6	15,000	11,700	3,300		P.E. all phases. (Future widening to provide 44' curbed roadway with 8' sidewalks)
OW								
ONST (CODE)		"Broadway-Holladay and Clay-Harrison Streets (Portland) Sec."						ROW-60' min.; Access control-none; Parking restrictions-complete.
		PROJECT TOTALS	0.6	15,000	11,700	3,300		

APPROVAL DATES

REMARKS

ADT:

	1975	1995
Broadway-Holladay	15,000	21,000
Clay-Harrison	23,000	30,000

-OVER-

BROADWAY-HOLLADAY AND CLAY-HARRISON STREETS (PORTLAND) SEC.
PROJECT NO. U-130(9)

Existing Facility:

Roadway: One-way northbound on Grand Avenue, 36-foot curb-to-curb street section with three travel lanes.

Adjacent Sections:

N. End: 36-foot curb-to-curb street section.
S. End: 43-foot curb-to-curb street section.

Project Data:

Work under this project consists of all phases of preliminary engineering necessary for the future construction required to widen the existing northbound Grand Avenue from N.E. Broadway St.-N.E. Holladay St. and from S.E. Clay St.-S.E. Harrison St. to a 44-foot curb-curb street to provide for four 11-foot travel lanes with 8-foot sidewalks.

NOTE: Portions of the preliminary engineering will be accomplished by City of Portland forces with required supervision and contracting by State forces.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas:

None involved.

Additional Right-of-Way:

None required.

IM 50-1-70 Requirements:

Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- None required under Oregon (Category 3 Project).

(b) Location/Design -- Not a factor in the develo project.

FHPM 7-7-2 Requirements:

Nonmajor action project concurred in by FHWA, May

Urban Transportation Planning (PPM 50-9):

Not applicable as the project will not result in a use or traffic flow patterns that would require a planning completed or underway.

Data for PR-37:

Preliminary Engineering -- Field Work . . . . . .
P.S. and E. Preparatio

Total. . . . . .

NOTE: This project is in Congressional District No. 3

CLAY-HARRISON STREETS (PORTLAND) SEC.
JECT NO. U-130(9)

orthbound on Grand Avenue, 36-foot curb-to-curb
three travel lanes.

rb-to-curb street section.
rb-to-curb street section.

ject consists of all phases of preliminary engi-
or the future construction required to widen the
Grand Avenue from N.E. Broadway St.-N.E. Holladay
lay St.-S.E. Harrison St. to a 44-foot curb-curb
or four 11-foot travel lanes with 8-foot sidewalks.

the preliminary engineering will be accomplished by
rces with required supervision and contracting by

Railroads, Water Developments, Historical and Recre-

learinghouse and District 2 Clearinghouse A-95 review
ments.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- None required under Oregon Action Plan (Category 3 Project).

(b) Location/Design -- Not a factor in the development of this project.

FHPM 7-7-2 Requirements:

Nonmajor action project concurred in by FHWA, May 22, 1975.

Urban Transportation Planning (PPM 50-9):

Not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

Data for PR-37:

Preliminary Engineering --	Field Work	$10,000
	P.S. and E. Preparation.	5,000
	Total.	$15,000

NOTE: This project is in Congressional District No. 3.

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

June 6, 1975

FILE: PRO 4-3

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Project Assessment
SE Harrison to Clay &
NE Holladay to Broadway
SE & NE Grand Avenue
Multnomah County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
County/City Unit
D. E. Swan
B. L. Gifford
Region 1 : E. L. Hardt
District 2b: J. D. McClure
Metro: R. N. Bothman

1/2 Versteeg
L. Olson
Copy Tarpin
Scott
Copy Svenson
R. Olsen
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RECEIVED
JUN 17 1975
ROAD DESIGN SECTION

Requires Reply
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APPROVED
E.S.H.
E. S. Hunter
Date 6-9-75

PROJECT MANAGEMENT SECTION		
ROUTING	ACTION	INFO
P.M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY		
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		
REMARKS:		

JUN 11 1975

RECEIVED
JUN 9 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date May 12, 1975

A. PROJECT IDENTIFICATION

U-130(-)

Name of Project S.E. Harrison to Clay and N.E. Holladay to Broadway
(Section)

Location of Project - S.E. and N.E. Grand Ave. (Highway Name) ORE 99E (Highway No., US - ORE)

Portland (City) Multnomah (County) Metro/Region-I (Region)

Program Federal Aid Urban (Funding) $250,000 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To widen Grand Avenue from S.E. Harrison to S.E. Clay and from N.E. Holladay to N.E. Broadway. Proposed to widen the existing 3 travel lanes to a 4 travel lane section to relieve traffic congestion.

Origin and History: On April 19, 1974, CRAG approved transfer of FAUS funds to the Urban Extension fund to implement the project as part of the Energy Conservation Action Plan. Transfer has been approved by FHWA.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 0.6 miles

Termini Southern section: S.E. Harrison Street and S.E. Clay Street.
Northern section: N.E. Holladay St. and N.E. Broadway St.

Alignment (new or existing) Existing

CATEGORY 3 PROJECT
non major

Form (2)9-74

Description of Project (cont.)

Right-of-Way (acreage and type of land use) All improvements to be made within the existing 60 ft. right-of-way.

Typical Section Four 11 ft. travel lanes (one-way travel), 1-ft. curb offsets, and two 7 ft. combination curb and sidewalks.

Bikeway Combination sidewalk/bicycle usage.

Structures None

Additional Facilities None

Access Control Access to remain as is.

Materials

Borrow and Waste Disposal In Portland area.

Special Construction Methods None

Characteristics (ADT) 25,000 ADT for southern section, 18,000 ADT for northern section. Peak hour volume is 4,000 vehicles. Approximately 1,000 bus passengers between 7 and 9:00 A.M.

Other General Information (or Supplemental information to items)

Project Sketch Map is Attached: [X] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

(1) Widen the existing 3-lane one-way facility to a 4-lane one-way facility.

(2) No build.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) None

Public Hearing(s) Schedule: [X] Not Required [ ] Required

Type _____ Tentative Date(s) _____

A-95 Review: [ ] Not Required [X] Required

Date Submitted _____ Date Received _____

Expected Coordination with Local, State and Federal Agencies Coordination between Portland, CRAG, OSHD, FHWA and Tri-Met.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation Burnside Neighborhood Association, Hosford-Abernethy Neighborhood Association, owners and tenants of property fronting Grand Avenue.

F. STATUS OF PROJECT DEVELOPMENT

OSHD			FHWA	
Status		Date	Status	Date
☐	Survey Authorization		☐ Systems Planning	
☐	Reconnaissance		☐ Prel. Engineering	
☐	Field Location		☐ Corridor Approval	
☐	Office Location		☐ Design Approval	
☐	Field Prel. Design		☐ Plans, Specifications and Estimates Approval	
☐	Office Prel. Design			
☐	Final Design			
☐	Contract Plans			

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

Grand Avenue is one-half of a one-way couplet that serves northbound commuter traffic, much of which has a downtown Portland destination. Grand Avenue parallels the Willamette River with connections to downtown Portland via Willamette Bridges. Average annual percipitation for Portland is approximately 42 inches. Little flora or fauna exist since the area is totally urbanized. Four mature trees, 3 young trees, and a few shrubs are located within the right-of-way along the northern section of this project.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The property abutting Grand Avenue is zoned M2 and M3 which allows light and general industrial usage as well as usages of lesser zones except that no new residential or apartment uses are allowed. Commercial activities are predominant along Grand Avenue. Land use currently includes used car lots, hotels, motels, restaurants, a car wash, Pacific Power Substation, School District #1 warehouse, a bank, and a Pacific N.W. Bell building, office buildings, goodwill industries complex, salvage auto parts outlet, commercial laundry, and parking lot.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

   None

   Consequences:

2. Estimated Changes in Traffic Patterns:

   It is proposed to widen Grand Avenue from an existing 3 travel lanes to 4 travel lanes.

   Consequences:

The additional travel lane will smooth rush hour traffic flow, resulting in reduced travel time, reduced air pollutants, and savings of approximately 150,000 gallons of vehicle fuel each year.

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

None. Properties lining Grand Avenue are fully developed.

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

It will be necessary to remove 7 trees and a few shrubs involved in private landscaping to accoomplish the proposed widening.

Consequences:

Minimal

5. Expected Adverse Effects on Cultural and Scenic Resources:

Utility poles will need to be relocated, however, no adverse effects are foreseen. Traffic noise source will be moved closer to receptors.

Consequences:

Increase in noise impact on adjacent commercial establishments.

6. Preliminary Identification of Areas of Critical Environmental Concern:

None

7. Potential for Controversial Issues:

Removal of minor landscaping and 7 trees mentioned above are potential controversial issues.

8. Potential Consistency of Proposal with (complete when applicable):

a. Clean Air Implementation Plans

Air pollution levels should be reduced during the A.M. rush hour due to smoother traffic flow.

b. Noise Standards

Noise levels should not change significantly.

c. Water Quality Standards

No inconsistencies are foreseen.

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:
  MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
  AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
  MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

OTHER -

J. PROJECT (ACTION PLAN) CLASSIFICATION:

[ ] Category 1 [ ] Category 2 [X] Category 3 [ ] Category 4

K. TYPE OF DOCUMENTATION RECOMMENDED

[ ] Draft EIS
[ ] Final EIS
[ ] Supplemental Draft EIS
[ ] Supplemental Final EIS
[ ] Section 4(f)
[ ] Negative Declaration
[ ] State-Wide Negative Declaration
[ ] Preliminary EIS
[X] Other Environmental Assessment

According to Chapter I of Title 23 CFR, Part 771, this project is deemed a Non-Major Action.

8622

Form FHWA 121 (Rev. 8-7)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon U-130(-)
Harrison-Clay & Holladay-Broadway
N. E. & S. E. Grand Avenue
Project Assessment

DATE: May 22, 1975

In reply refer to: 1041DA.6

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I concur in the "non-major" classification for this project as requested by Mr. Rulien's May 16, 1975 letter. Design details and traffic support data will be reviewed as the PS&E documents are developed.

The assessment does not indicate what the typical section consists of to the north or south of these segments nor what lies between. As the design is developed we will be interested in traffic distribution on the north end between Broadway and the connection back to Union.

William H. Kappauf
for G. L. Green

NOTED
E. S. HUNTER

cc:
OSHD (G Potter)
OSHD (C Laux)

RECEIVED
STATE HWY ENGR
JUN 3 '75

6-3-75
ORIGINAL TO
L.W. Rulien
to handle.

RECEIVED
JUN 3 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8622

FORM S-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 7, 1975

TO Mr. E. S. Hunter
Assistant State Highway Engineer
B U I L D I N G

FROM Richard Unrein
Urban Engineer
County-City Unit

SUBJECT Urban Extention Program Agreement Draft
Broadway-Holladay and Clay-Harrison Sections
Pacific Highway East, No. 1E (Grand Avenue)
City of Portland

Presented herewith for your consideration is a suggested draft of a proposed agreement dealing with widening of two narrow sections of Grand Avenue from three-lane to four-lane operation.

The State is to perform the preliminary engineering, prepare all plans, award the contract and supervise construction. Financing has been arranged through the transfer of 1974 Urban System funds. Total estimated cost of the project is $250,000 with the State and City each providing $27,500 (11%) matching monies.

Please study the provisions of the proposed agreement and, if you approve, forward to Mr. Rulien for his review and return to this office for preparation in final form.

MCH:scr

Attachment

Rulien OK ESH

5-8-75
ORIGINAL TO
Ralph M. Rulien
w/att.

RECEIVED
MAY 8 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8622

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 9, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Urban Extension Project Requests

Two project requests initiated by the City of Portland will be on the agenda for the April 30 meeting. These projects will utilize Urban Extension funds transferred from CRAG's allocation of Urban System funds.

One project involves the modernization of thirteen traffic signal installations on 82nd Avenue. The other project is a widening project on Grand Avenue.

Federal Urban Extension funds for these projects are estimated at $419,000 with the State and City providing approximately $58,500 each in match funds.

The projects have been investigated and found eligible for Federal Aid funding. I recommend your approval and request authority to sign project agreements for and on your behalf.

Enc.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
V. E. Skoog
R. N. Bothman
E. L. Hardt
Jack Graham

RU:mm dpy

STATE HIGHWAY DIVISION
Proposed Urban Extension Project

Broadway-Holladay and
Clay-Harrison Sections

Pacific Highway East (Grand Avenue), FAP 26

Grading, paving; 1.00 mile; $250,000

This project entails all the work and costs necessary to widen two narrow sections of Grand Avenue from three-lane to four-lane operation.

Provide a 44-foot curb-to-curb street section with 8-foot sidewalks.

The City of Portland will prepare preliminary plans and the State will prepare final plans and award the project contract.

Urban Extension funds for this project were transferred from CRAG's allocation of Urban System funds. The City of Portland has agreed to provide one-half of the required matching funds.

RU:mm
4/3/75

Ltr 8622

Robert W. Straub
XXXXXXXXX

March 19, 1975

The Honorable Neil Goldschmidt
Mayor, City of Portland
1220 S. W. Fifth Avenue
Portland, Oregon 97204

Dear Mayor Goldschmidt:

The Federal Highway Administrator has approved the transfer of $419,000 from fiscal year 1974 urban system funds to fiscal year 1974 urban extension funds. This transfer provides federal urban extension funds for the following projects:

1. 82nd Avenue signals (13 intersections)

2. Grand Avenue widening (two sections)

3. Barbur Boulevard signals (two intersections)

Your letter of December 5, 1974 suggested that the traffic signals be scheduled for fiscal year 1975 and the Grand Avenue widening be scheduled for fiscal year 1976. We have discussed the signal work with Mr. Don Bergstrom who is handling the design work on the project, and he indicates that he will begin the design work about June of this year.

Assuming that this arrangement is satisfactory, we will schedule the traffic signals for contract this fall and the widening project on Grand Avenue for next spring. We will proceed with the project agreements and initiate the necessary action for FHWA approval to proceed with the projects.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

cc: Columbia Region Association
of Governments
527 S. W. Hall Street
University Center Building
Portland, Oregon 97201

Mr. D. E. Bergstrom
City Traffic Engineer
420 S. W. Main Street
Portland, Oregon 97204

Mr. Robert E. Rector
Oregon State Highway Engineer
and Coordinator
Office of the City Engineer
400 S. W. Sixth Avenue
Portland, Oregon 97204

bc: George Baldwin
F. B. Klaboe
A. E. Johnson
L. W. Rulien
L. E. George
E. L. Hardt
R. N. Bothman
J. H. Versteeg
Ted Spence

GNH:scr js

8622

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 11, 1975

In reply refer to: 1041EC/120.1

SUBJECT: Transfer of Federal-aid Funds

FROM: G. L. Green, Division Engineer

TO: Mr. George M. Baldwin, Director
Oregon Department of Transportation
Salem, Oregon

As stated in our February 5 memorandum, subject as above, attached is a signed copy of Governor McCall's request.

G. L. Green

Attachment

NOTED F. B. KLABOE

copies in plan 10-4; 7-6-1-; Hdq

RECEIVED
STATE HWY ENG.
FEB 14 '75
REFER TO
FOR

RECEIVED
FEB 12 1975
OFFICE
DIRECTOR of TRANSPORTATION

NOTED
F. B. KLABOE

TOM McCALL
GOVERNOR

ACTION
FHWA
CONTROL NO.
14692
SIRS S-10

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

MONTHLY TRANSACTION NO. HP 27 01 10

December 19, 1974

The Honorable Claude Brinegar
Secretary of Transportation
400-7th Street, S. W.
Room 10200
Washington, D. C. 20590

SUBJECT: Energy Conservation Plan
Urban to Urban Extension Fund
CRAG - City of Portland

Dear Mr. Secretary:

The Oregon State Highway Division, at the request of the Columbia Region Association of Governments, has initiated a proposal for the transfer of $419,000 from Oregon's Federal Aid Urban System funds to the Urban Extension fund to construct two projects in the City of Portland. Existing Urban Extension funds are not adequate to construct these projects which were identified as priority numbers one and two on the attached Energy Conservation Action Plan developed in April, 1974 by the local governmental agency responsible for transportation planning. The estimated cost of the two projects has been updated to September, 1974.

The requested transfer meets the requirements of Section 104(d) of Title 23, U.S.C. amended by Section 111 of the Federal Aid Highway Act of 1973. The proposed transfer will decrease the 1974 F.Y. Urban System funds from $3,780,303 to $3,361,303, and increase the 1974 F.Y. Urban Extension funds from $2,484,445 to $2,903,445. I believe the transfer is in the public interest and recommend your approval.

Very truly yours,

Tom McCall

Governor

copies to Pla 10-4 SP Portland Ina 7 6-1

TM:ps
Enclosure

cc: G. L. Green, Oregon Division Engineer
Federal Highway Administration

CRAG

City of Portland

George M. Baldwin

Approved: Norbert T. Tiemann
Federal Highway Administrator

Date: 1-28-75

DATE: January 10, 1975

TO: Glen L. Green, Division Engineer
Federal Highway Administration

FROM: F. B. Klaboe, Administrator
and State Highway Engineer

SUBJECT: Energy Conservation Plan
Urban to Urban Extension Funds
CRAG - City of Portland

By letter of December 19, 1974, the Governor of Oregon requested the Secretary of Transportation to transfer $419,000 from Oregon's Federal Aid Urban System funds to Oregon's Urban Extension funds. This letter will serve to confirm that this transfer has the approval of and is at the request of the Oregon State Highway Division. Further documentation consisting of a letter from [illegible] to the Governor dated December 16, 1974, a letter to me from Neil Goldschmidt, Mayor of Portland, dated October 22, 1974, a letter to the Highway Division from the Columbia Region Association of Governments dated August 23, 1974, and a copy of the minutes of the Columbia Region Association of Governments meeting of April 19, 1974, is also attached for your information. This transfer of funds includes Urban System funds attributable to the Portland urbanized area.

We would appreciate expeditious approval of this housekeeping matter so that we can proceed to implement these projects.

bc: A. E. Johnson
E. S. Hunter
L. W. Rulien

THIS LETTER SUPERSEDES MY LETTER OF JANUARY 9 TO MR. GREEN ON THIS SUBJECT.

(Project Management) srb

8622

bc: A. E. Johnson
E. S. Hunter
R. E. Royer
L. W. Rulien
R. N. Bothman
E. L. Hardt
H. S. Cox

December 16, 1974

The Honorable Tom McCall
Governor of Oregon
208 State Capital
Salem, OR 97310

Re: Energy Conservation Plan
Urban to Urban Extension Fund
CRAG - City of Portland

Dear Governor McCall:

The Columbia Region Association of Governments has requested our consideration of a transfer of Federal Aid Urban System funds to the Urban Extension fund program. The transfer of funds is necessary in order to construct two projects in Portland which were listed as priority numbers 1 and 2 on the Energy Conservation Action Plan developed by CRAG in April, 1974 and for which funds are not otherwise available. The projects under consideration are the widening of two sections of Grand Avenue and modernizing the signals along 82nd Avenue, plus two signals on Barbur Boulevard.

The requested transfer of funds is covered by Section 104(d) of Title 23, U.S.C., as amended by Section 111 of the Federal Aid Highway Act of 1973. The procedure for implementing the transfer requires initiation by the Highway Division, approval by the Governor and the Secretary of Transportation as "being in the public interest."

We have reviewed the request and due to the high priority placed on the projects, recommend that the transfer of funds be approved. A draft of a proposed letter with attachment to the Secretary of Transportation (through the Federal Highway Administration) is enclosed for your consideration.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

LWR:ljt
cc: CRAG, Attn. Richard Etherington
PORTLAND, Attn. Mayor Neil Goldschmidt

PORTLAND
OREGON

OFFICE OF
THE MAYOR
NEIL GOLDSCHMIDT
MAYOR

1220 S. W. FIFTH AVE.
PORTLAND, OR. 97204
503 248-4120

December 5, 1974

F. B. Klaboe
Administrator and State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Dear Mr. Klaboe:

This is in reply to your letter of October 22 concerning sharing of costs for two projects the City of Portland is recommending under the Energy Conservation Action Plan.

I would like to confirm that the City understands and is willing to participate in 50% of the local match portion which you estimate will be $117,000 for these two projects.

With regard to scheduling, it is suggested that the 82nd Avenue and Barbur Boulevard signal revisions be done during this fiscal year (1974-75), and that the Grand Avenue widening be scheduled for fiscal year 1975-76.

Sincerely,

Neil Goldschmidt

NG:awc

cc: Don Bergstrom
Bob Rector
Richard Etherington

12-13-74
Andrew Hamble
Ellis Hamble
Ed H

RECEIVED
DEC 13 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DIVISION

October 22, 1974

The Honorable Neil Goldschmidt
Mayor of Portland
City Hall
Portland, Oregon 97204

Dear Neil:

The CRAG Executive Board, at its meeting on April 19, approved the transfer of Federal-Aid Urban System funds to the Urban Extension fund to implement projects 1 and 2 (Grand Avenue widening and 82nd Avenue signal revisions, plus two signals on Barbur) of the Energy Conservation Action Plan. The procedure for making the transfer requires the Highway Division to forward the request to the Governor for his approval and then to the Secretary of Transportation for Federal approval.

The local match portion of Urban System projects is on a 50-50 basis between the State and City. Previous discussions with members of your staff indicate the City's willingness to participate in 50 percent of the estimated local match portion of $117,000 on these two projects. Your confirmation of this understanding will allow us to proceed with the expeditious processing of the requested transfer of funds.

Very truly yours,

ORIGINAL SIGNED BY
F. B. KLABOE

F. B. Klaboe
Administrator and
State Highway Engineer

cc: CRAG
Donald Bergstrom, City of Portland
Robert E. Rector, City of Portland

bc: George M. Baldwin
E. S. Hunter
Ted Spence
R. N. Bothman
H. S. Cox
A. E. Johnson
R. E. Royer
L. W. Rulien
E. L. Hardt

DES:dg srb

E-123

cc: L. W. Rulien
R. N. Bothman, Metro

MEMO TO FILES

October 4, 1974

RE: Fund Transfer
FAUS to Urban Extension
82nd Avenue Signalization
City of Portland

The writer on October 3, 1974 called Mr. Dick Etherington of CRAG and informed him of the following:

(1) Portland's ECAP proposal entitled "82nd Avenue Signalization" also included two signals on S.W. Barbur Blvd. and two signals on Powell Blvd.

(2) The cost estimate for this proposal has increased from $228,000 to $310,000.

(3) Powell Blvd. is on the FAU System (FAU 1081) and these two signals can be funded directly from normal FAUS funds.

(4) We will remove the two Powell Blvd. signals from the "82nd Avenue Signalization" proposal and process them as a normal FAUS project.

(5) We will pursue the balance of the "82nd" proposal and the Grand Avenue proposal under the transfer provisions of SECTION 104(d).

Mr. Etherington concurred in the above items and was pleased that we were keeping him informed on this matter.

Called Don Bergstrom and informed him of the above. His cost estimate for the Powell Blvd. signals is $24,000. He was requested to submit a completed Urban System project request form for these two signals.

RU:ljt

Richard Unrein
Urban Engineer
County & City Unit

RECEIVED
OCT 7 1974
PROJECT DEVELOPMENT SECTION

PORTLAND
OREGON

DEPT. OF FINANCE
AND ADMINISTRATION
NEIL GOLDSCHMIDT
MAYOR

BUREAU OF TRAFFIC
ENGINEERING
D.E. BERGSTROM
CITY TRAFFIC ENGINEER

420 S.W. MAIN ST.
PORTLAND, OR 97204
503/248-4295

September 30, 1974

Mr. L.W. Rulien, Project Management Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

On September 4, 1974, you contacted Mr. Etherington of CRAG regarding CRAG's request for a fund transfer as part of the National Transportation Energy Conservation Action Plan. You sent a copy of this letter to me and made an excellent suggestion that we take a look at the cost estimates on the signalization project and the widening on two sections of Grand Avenue.

We have done this and we find that the costs for the upgrading of the signal system on 82nd, Powell and Barbur Boulevard have increased from $228,000 to $310,000. The $250,000 estimate for widening both sections of Grand Avenue is adequate according to the City Engineer's Office. Therefore, the estimate for the signal system and the widening, both projects, should be $560,000. If you would like to have detailed estimates at this time please advise and I will be happy to send them to you.

I am sending a copy of this letter to Mr. Etherington for his information.

Sincerely,

D. E. BERGSTROM
Traffic Engineer

DEB:ba

cc: R.E. Etherington, CRAG

RECEIVED
OCT 1 1974
PROJECT MANAGEMENT SECTION

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

6400 S.W. CANYON COURT
PORTLAND, OREGON 97221

(503) 297-3726

CLACKAMAS COUNTY
Canby
Gladstone
Happy Valley
Lake Oswego
Milwaukie
Oregon City
Sandy
West Linn
Wilsonville

CLARK COUNTY
Camas
Vancouver
Washougal

COLUMBIA COUNTY
Clatskanie
Columbia City
Prescott
Rainier
Scappoose
St. Helens
Vernonia

MULTNOMAH COUNTY
Fairview
Gresham
Portland
Troutdale
Wood Village

WASHINGTON COUNTY
Beaverton
Cornelius
Durham
Forest Grove
Hillsboro
North Plains
Sherwood
Tigard
Tualatin

August 23, 1974

Mr. Larry Rulien
Project Management Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

Thank you for your June 7, 1974, reply concerning CRAG's request for funding of its Energy Conservation Action Plan Projects on May 2, 1974. The CRAG Board of Directors approved for funding the ECAP projects on April 19, 1974, with fiscal year 1974 urban system funds. (A copy of the minutes is attached.)

The implementation of projects 1 and 2, Grand Avenue widening and 82nd Avenue signalization, requires the transfer of FAUS funds to the Urban Extension program and the Board has approved that transfer in the first paragraph on item 4 in the attached minutes.

The CRAG Board has requested the use of Interstate funds for the I-5 High Occupancy Vehicle Priority Land project. The project scope has been amended due to OSHD and WSHD concerns.

The following design studies should be undertaken with Interstate funds as soon as possible:

1. A study to design special use lanes for high-occupancy vehicles, parallel to the flow of traffic, on I-5, south of the Interstate Bridge. This study should consider the conversion of the two lane section to three lanes without major right-of-way acquisition.

2. A study to design ramp control methods in order to provide a smoother flow of traffic on the freeway. High occupancy vehicles shall be given priority at the ramps.

These studies have been identified by the I-5 Project Management Board as necessary to the implementation of corridor improvements.

The revised FAUS Boundary and System Map was approved by the CRAG Board of Directors on August 15, 1974. The following highway projects, approved by the Board on April 19, 1974, are now forwarded for funding and implementation:

1.	Oatfield Road-Concord Road	- Signalization
2.	Beavercreek Road-Highway 213	- Signalization
3.	Harmony Road-Linwood Avenue	- Signalization
4.	Johnson Creek Blvd-Bell Road	- Signalization
5.	King Road-Linwood Avenue	- Signalization
6.	Oatfield Road-Oak Grove Blvd	- Signalization
7.	Beavercreek Road-Maple Lane	- Left turn lane
8.	Webster Road-Lake Road	- Signalization
9.	King Road-Bell Avenue	- Signalization
10.	Redland Road-Holcomb Road	- Rebuild approaches

Initially, three Mass Transit projects were approved at the same time by the Board for FAUS funding. Subsequently two of the projects, the Demand Responsive-Demonstration and Transit lanes on the Hawthorne Bridge, were deleted from the funding request. The remaining mass transit project is Tri-Met's Suburban Transit Station Program. The STS program is eligible for FAUS funding through the 1973 Highway Act and subsequent FHWA regulation 23 C.F.R., Part 810 Docket No. 74 regarding Mass Transit and Special Use Highway Projects. The Board has approved using FAUS funds for this phase of the STS program. (Refer to attached minutes.)

The above projects, which constitute the CRAG region's Energy Conservation Action Program, are essential for

the improvement of a transportation system. I look for their timely implementation. If further action by CRAG is needed, please do not hesitate to request it.

Sincerely,

Richard Etherington

Richard Etherington
Transportation Director

kt
enclosure

2. Accounts Payable

Councilman Corsiglia moved for approval of accounts payable in the amount of $278,125.71. Commissioner Gordon seconded the motion and it carried by unanimous vote.

3. Projects Recommended for Approval

The Board considered a list of projects which had been recommended for approval by the General Advisory Board. It was noted that one project, Lakeview Trunk Sewer, had been left off the agenda but was being considered at this meeting. Mayor Goldschmidt moved for approval of this agenda item as amended by the addition of the deleted project. The motion was seconded by Councilman Wolf and it carried unanimously.

Mr. Rich then explained a 701 Planning Grant for the City of Portland to be considered by the Board. He stated that HUD had requested a response to the application by April 26, leaving no time for the application to go through the normal review processes. The staff recommendation indicated approval subject to meetings with the City of Portland to clarify some points and assure coordination. Councilman Corsiglia moved for acceptance of the staff report on this application. The motion was seconded by Commissioner Schumacher and carried unanimously.

4. Energy Conservation Action Plan

Mr. Bob Blensly reported to the Board that a subcommittee of the Transportation Committee had developed a list of projects to be funded under this plan. He requested Board approval of the use of FAUS funds for all of the projects on the list. However, FAUS funds would be used for the first three only if Interstate and Primary Extension funds cannot be released for these three projects.

Under discussion, Mr. Baldwin protested that OSHD and WSHD had not studied the first three projects on the list. It was pointed out that even if the projects are funded, they do not have to be done if they are not found to be feasible at a later date. The Board then discussed the possibility of approving submission of the three mass transit projects now, and the balance at a later date. Chairman Young felt that the present Board might not be legally constituted to take action after April 24, because of the effective date of the

new organization under SB769.

After considerable discussion, Commissioner Schumacher moved for approval of the list for submission. The motion was seconded by Mayor Goldschmidt and it carried unanimously.

5. Tri County Community Council Report

As a followup to Board action on March 15, 1974 directing the Social Services Department to develop discussion lines with the Tri-County Community Council, Mort Spence introduced Rep. Robert Elliott and Stan Fishler of TCCC to report on the Council's Priority Needs Survey.

Mr. Elliott explained to the Board that the report was a survey of human services in the region, and attempted to indicate what services were being performed and how effective they were. In addition to identifying regional programs, the survey lists service groups operating in the area. Mr. Elliott indicated that the report will be revised and updated annually.

Under discussion, Mayor Goldschmidt suggested that use of this report could simplify the A-95 review process of agencies receiving favorable comments in the survey. Mr. Fishler said that CRAG and the Tri-County Community Council shared a responsibility for identifying mutual areas of concern, and urged that the process be done.

6. Security and Privacy

Larry Rice discussed with the Board a letter from the League of Women Voters requesting that CRAG hold public hearings on the security and privacy area of CRISS. Responding to a question from Commissioner Gordon on why CRAG should be involved in a hearing, Mayor Goldschmidt explained that a City-County task force was constituted to respond to local users of CRISS, who had questioned some of the data being put into the system. The task force is to identify those areas included in the security and privacy area. It is the responsibility of the CRAG Board to establish the mechanisms for holding hearings on this matter. Mr. Rice stated that absolute authority should rest with those who decide on entry of data into the system, and hearings would identify the kinds of data which should not be put into the system. The Board was in agreement that they should take action on this matter.

TRANSPORTATION
ENERGY CONSERVATION ACTION PLAN

Columbia Region Association of Governments

April, 1974

Priority	Rating	Project	Federal Funding Sources: Interstate	Primary Extension	FA Urban	Transfer	Total
		City and County Projects					
1	74	Grand Avenue Widening		$250,000			$ 250,000
2	73	82nd Ave. Signalization		228,000			228,000
3	72	I-5 High Occupancy Vehicle Priority Lane	$530,000				530,000
4	57	Oatfield Road-Concord Road			$ 80,000		80,000
5	54	Beavercreek Rd-Highway 213			80,000		80,000
6	52	Harmony Rd.-Linwood Ave.			80,000		80,000
7	47	Johnson Creek Blvd-Bell Ave.			80,000		80,000
7	47	King Road-Linwood Avenue			1,500		1,500
8	46	Oatfield Rd-Oak Grove Blvd.			80,000		80,000
9	36	Beavercreek Rd-Maple Lane			30,000		30,000
10	35	Webster Rd-Lake Rd.			35,000		35,000
11	32	King Rd-Bell Ave.			30,000		30,000
12	29	Redland Rd-Holcomb Rd.			5,000		5,000
		Tri-Met Projects					
1	NA	Suburban Park & Ride			830,000		830,000
2	NA	Demand-Responsive Demo Proj.				$400,000	400,000
3	NA	Transit Route on Hawthorne Bridge			200,000		200,000
		TOTAL	$530,000	$478,000	$1,531,500	$400,000	$1,934,500

NA - Not Applicable

8622.

October 22, 1974

The Honorable Neil Goldschmidt
Mayor of Portland
City Hall
Portland, Oregon 97204

Dear Neil:

The CRAG Executive Board, at its meeting on April 19, approved the transfer of Federal-Aid Urban System funds to the Urban Extension fund to implement projects 1 and 2 (Grand Avenue widening and 82nd Avenue signal revisions, plus two signals on Barbur) of the Energy Conservation Action Plan. The procedure for making the transfer requires the Highway Division to forward the request to the Governor for his approval and then to the Secretary of Transportation for Federal approval.

The local match portion of Urban System projects is on a 50-50 basis between the State and City. Previous discussions with members of your staff indicate the City's willingness to participate in 50 percent of the estimated local match portion of $117,000 on these two projects. Your confirmation of this understanding will allow us to proceed with the expeditious processing of the requested transfer of funds.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

cc: CRAG
Donald Bergstrom, City of Portland
Robert E. Rector, City of Portland

bc: George M. Baldwin
E. S. Hunter
Ted Spence
R. N. Bothman
H. S. Cox
A. E. Johnson
R. E. Royer
L. W. Rulien
E. L. Hardt

DES:dg srb

1977 N. Powder R. Br. Sec. of 8623
Haines-Anthony Hwy. 22 mi. N. of Baker
(Grading, pav., struc.)

C-Q 5466 9-29-76
C-Q 6394 10-7-77

8623

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8623

Salem, Oregon

April 16, 1979

FROM: M. D. Glenn
Quality Control Engineer

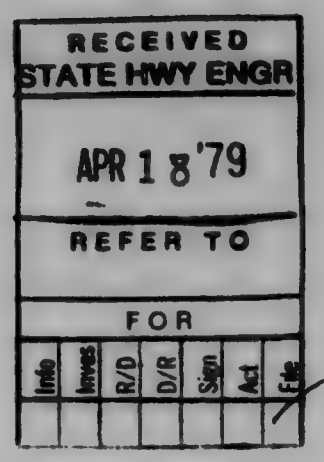
TO: MEMO TO FILE

SUBJECT: North Powder River Bridge
FAP No. EDA-07-51-26988
Contract No. 8623
Recomputed Price Adjustment for
Non-Spec. A.C. Mixtures

A relatively small quantity (303.54 tons) of Class "C" A.C. was used on this project. The asphalt content in this mix was in compliance with the Laboratory mix design specified for the commercial source which supplied the mixture. The first test had a 3 percent deficiency of aggregate passing the #10 sieve. The reduction in price for the small amount of material represented would not justify the cost to process the paper work required. A recompute is not considered necessary.

MDG:fr

cc: H. S. Coulter
FHWA
Bob Hector
Joe Schlieski
Bob Church
John Jenkins
Jim Kinns - Accounting
Test File



STATE OF OREGON

INTEROFFICE MEMO

ODOT - Finance
DEPT.

378-6810
TELEPHONE

TO: George Renner
State Division of Audits

DATE: March 23, 1979

FROM: Merl Whiteman, Manager
Finance Branch

SUBJECT: EDA Grant Audits

The U.S. Department of Commerce, Office of Audits, has again requested (see attachments) that approved audit proposals or engagement letters be provided to them for the following completed EDA Grant Projects:

Bear Creek Bridge	#075126879
No. Powder River Bridge	#075126988
Willamette Overflow Bridge	#075127050
Shores Acres	#075103643

April 13, 1979 is the specified deadline for providing this information. This information was previously requested and forwarded to you by our memo dated October 31, 1978.

As you know, on August 31, 1978 Oregon Department of Transportation advised Donald Gould, Economic Development Administration, Seattle Office, that your audit organization was committed to and responsible for performing the required audits of EDA Grant Projects. Additionally, we indicated that an audit schedule for these grants would be provided to them when your office made it available.

To date this audit schedule has not been made available to ODOT or to the U.S. Department of Commerce, Office of Audits, Western Regional Office.

To resolve the concerns of ODOT and the U.S. Department of Commerce, Office of Audits, we request that your office schedule a meeting with appropriate representatives of all concerned to discuss this matter and to provide assurances that the audits will be performed in the very near future.

ODOT representatives to attend such a meeting should include Fred Miller, Vern Skoog and myself.

Your early response and cooperation in resolving this problem would be greatly appreciated.

MW:PH:cm

Attachments

cc: Fred Miller
Larry Rulien
Vern Skoog
Dick Unrein
C.T. Keasey

PROJECT MANAGEMENT
FME ☐ CCE ☐ OM ☐
LGF ☐ FA ☐ CPE ☐
MAR 26 1979
File: FM FA
LG OP

#8623

8

U.S. DEPARTMENT OF COMMERCE
Office of Audits
WESTERN REGIONAL OFFICE
450 Golden Gate Avenue
Box 36134
San Francisco, California 94102

March 9, 1979

N. Powder River Bridge

075126988
ORE DPT TRANS
207 TRANS BLDG
SALEM OR 97310

SUBJECT: Engagement of Auditor

REFERENCE: Audit Instructions for Local Public Works Grants under Title I of the Public Works Employment Acts of 1976 and 1977, Second Edition, March 1978 and Revision 1 thereto.

According to the latest information furnished to this office by the Economic Development Administration (EDA) Seattle, Washington as of January 31, 1979, your project has been completed or will be completed this year and no action has been taken to engage auditors to perform the audit of your grant, as required by the referenced audit instructions.

The above referenced audit instructions specifically outline the requirements for audit of EDA-LPW grants. You are requested to take immediate action to comply with these requirements.

Although your project may not be complete for some time, we encourage you to engage your auditor now. The audit can then be scheduled to meet the grant requirements and the work schedule of the auditor.

To assist you, the applicable paragraphs of the referenced audit instructions are set forth below:

Page 25 - Paragraph V.A.1.
Page 26 - Paragraph V.A.2.b.
Page 14 - Paragraph IV.A.
Page 15 - Paragraph IV.B.
Page 16 - Paragraph IV.C.
Page 18 - Paragraph IV.C.2
Page 1 - Appendix A - Suggested Format for Auditor's Proposal Letter.

A copy of your approved audit proposal or engagement letter should be sent to this office no later than close of business April 13, 1979.

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
MAR 19 1979
File: PM FA
TAA LG OP

3/20/79
Original to: Paul Hatchitt - please take action on this.
cc: C.T. Kelsey
H.S. Coulter

If you have any questions regarding this letter or doubts regarding the requirements for engaging auditors, please contact Mr. Edw. E. Wolfe on (415) 556-0149. (Monday - Friday 7:30 am - 4:00 pm). It is imperative that the above date be met. If there are extenuating circumstances which prevent you from meeting this date, or your project completion date is in error, Mr. Wolfe should be informed as soon as possible.

Your timely response will be appreciated and make it unnecessary to contact you again regarding this matter.

Sincerely,

Miguel P. Barrios Jr.

Miguel P. Barrios, Jr., Regional Director
San Francisco Regional Office
Office of Inspector General

EEW:jj

8623

ROBERT W. STRAUB

Department of Transportation
STATE HIGHWAY DIVISION

Region 5 Office

W. E. Schwartz
Region Engineer

P. O. Box 550 ... ... La Grande, Oregon 97850 ... ... Phone 963-3177

December 19, 1978

U. S. Forest Service
Baker Ranger District
Rt. 1, Box 1, Pocahontas Road
Baker, Oregon 97814

Attention Andrew W. James

Dear Mr. James:

RE: September 26, 1976 Construction Permit, North Powder River Bridge
Anthony Lakes Highway

Under the terms of the subject permit, Clause H, Section 1, all timber purchasers and contractors of the U. S. Forest Service contracts dated after June 15, 1975 were to furnish indemnity bonds to the State in the amount of $50,000.

The conditions and bonds required by this permit are no longer necessary because the State has constructed a new bridge. All existing bonds required for this permit are hereby released.

If you have any question concerning this permit, please do not hesitate to call me.

Sincerely,

Bob Aldrich
Region 5 Office Engineer

BA:sh

cc Boise Cascade w/orig. bond
Ellingson Lumber Co.

bc Commission Services
Maintenance Section
C. K. Ansell

NOTED
C. W. HEAD

Form 81-734 3123

STATE OF OREGON
Department of Transportation

INTEROFFICE MEMO

8623

ACC 5-2

TO: George Renner
State Division of Audits

DATE: October 31, 1978

FROM: Merl Whiteman
Finance Branch

SUBJECT: Audit Arrangements for EDA Grants

U.S. Department of Commerce, Office of Audits, has requested (attachments) that approved audit proposals or engagement letters be provided no later than November 13, 1978 for the following EDA Grant Projects:

Bear Creek Bridge #075126879
No. Powder River Bridge #075126988
Willamette Overflow Bridge #075127050
Shores Acres #075103643

As you will recall, we previously discussed the audit requirements associated with the acceptance of Federal Grants. At that time you stated the State Division of Audits would perform the necessary grant audits in conjunction with the regular audits of the Oregon Department of Transportation. Based upon this commitment we advised the U.S. Department of Commerce, Seattle Office, of this arrangement (see attachments). We also indicated that an audit schedule would be provided to them as soon as it was available.

Enclosed are copies of portions of the "Audit Instructions For Local Public Works Grants" that you requested today, which corresponds to the audit instruction references mentioned in the attached memos from the U.S. Department of Commerce, Office of Audits.

Please take appropriate action to meet the requirements of the U.S. Department of Commerce as they relate to the EDA Grant Projects listed above.

Additional information or questions should be directed to Paul Hatcher, Room 406 Transportation Building, Phone 378-2872.

Thank you for your cooperation.

MW:PH:cm

Attachments

cc/att.: F.B. Klaboe
H.S. Coulter
Dave Moehring
C.T. Keasey
Vern Skoog
Dave Talbot
Dick Unrein

125-1387

8623

OMB No. 41-R2976; Approval Expires September 30, 1982

FORM EDA-413A (REV. 7-77) U.S. DEPARTMENT OF COMMERCE ECONOMIC DEVELOPMENT ADMINISTRATION

LPW PROJECT PERFORMANCE REPORT

10-24-78

No further funds shall be disbursed until this report is completed and filed as required by existing law and regulations. 42 U.S.C. 6702-6704; OMB Circular A-102, Attachment I; LPW Standard Terms and Conditions, Part D, No. 23.

EDA - LPW Project Number: PRJ 07-51-26988

1. This Report is for Quarter Ending

578 SEPTEMBER 30, 1978

OR

☐ Interim Report as of REI ____ (MO. DA. YR.)

☒ Final Report REF 10 24 78 (MO. DA. YR.)

Grantee Name: Oregon Dept. of Transportation
State Highway Division

Street number and name: Transportation Building

City: Salem State: OR Zip Code: 97310

2. On-Site Labor Actually Began on

A92 12 20 77 (MO. DA. YR.)

Enter only on the report following start of on-site labor.

3. Construction Status:

a. Percent of Completion as of Report Date — CM% 100.0 %

b. Percent to be Completed at end of Next Quarter — CM8 ____ 0 %

c. Project Will Be 40% Complete on — E40 ____ (MO. DA. YR.)

d. Project Will be 100% Complete on — HND ____ (MO. DA. YR.)

EDA USE ONLY

LR ____ (MO. DA. YR.)

Funds Requested

43 ____ (MO. DA. YR.)

4. REMARKS: *(Please print or type)*

CERTIFICATION

5. Architect/Engineer's, Project Coordinator's/Inspector's Certification:

I certify to the best of my knowledge and belief, that an inspection has been performed and all construction progress is correct as stated.

Signature : _____ Date: 10-24-78

For: C.T. Keasey

USCOMM-DC 34864-P78

OUTLAY REPORT AND/OR REQUEST FOR REIMBURSEMENT FOR CONSTRUCTION PROGRAMS-LPW

1. Federal Agency and Organizational Element
ECONOMIC DEVELOPMENT ADMINISTRATION

2. Federal Grant Number or Other Identifying Number
PRJ 07-51-2698 8

3. Type of Request
☐ Final ☐ Quarterly
☐ Partial

4. Basis of Request
☐ Cash
☒ Accrued Expenditure

5. Partial Payment Request Number

6. Employer Identification Number

7. Grantee/Borrower Acct. No. or Identifying No.

8. Period Covered *(Month, Day, Year)*
FROM TO

9. Name of Grantee/Borrower
Street number and name
City State Zip Code

10. Name of Payee *(If different than Item 9)*
Street number and name
City State Zip Code

11. STATUS OF FUNDS

CLASSIFICATION	PROGRAMS-FUNCTIONS-ACTIVITIES (1) Minority Business Enterprise Project Cost (Final Report ONLY)		(2) Total Project Cost (Cumulative To Date)		(3)	(4) TOTAL
a. Administrative expense	MAD	$	AD$	$	$	$
b. Preliminary expense						
c. Land, structures, rights-of-way						
d. Architectural engineering basic fees	MA$		AE$			
e. Other architectural engineering fees	MAE		LAE			
f. Project inspection fees	MSP		SP$			
g. Land development						
h. Relocation expense (other)	MPR		LPR			
i. Relocation payments to individuals and businesses			LPB			
j. Demolition and removal	MDL		LDL			
k. Construction and project improvement cost	MCI	32,027.10	LCI	135,813.27		
l. Equipment	MPE		LPE			
m. Miscellaneous cost	MPC		LPC			
n. Total cumulative to date (Sum of Lines a-m)	MT$		CU$			
o. Deductions for program income	MD$		DE$			
p. Net cumulative to date(Line n minus Line o)	MN$	$	NT$	$		
q. Federal share to date (EDA share)	ME$		FS$			
r. Rehabilitation grants (100% reimbursement)						
s. Total Federal share (Final Report Only)			FT$	135,813.27		
t. Federal payments previously requested						
u. Amount requested for reimbursement					$	$
v. Percent of project completed						

12. CERTIFICATION - I certify that, to the best of my knowledge and belief, the reported costs of disbursements are in accordance with the terms of the project and that the reimbursement represents the Federal share due which has not been previously requested and that an inspection has been performed and all work is in accordance with the terms of the grant.

a. GRANTEE.		b. STATE, LOCAL, OR FEDERAL GOVERNMENT REPRESENTATIVE	
Name: C. T. Keasey		Name:	
Title: Construction Engineer	Telephone No.: (503)378-6318	Title:	Telephone No.:
Signature of Authorized Official: By: [signature]	Date: 10-24-75	Signature of Authorized Official:	Date:

SCOMM-DA-48-4

8623

October 20, 1978

American Fidelity Fire Insurance Co.
c/o Dennis V. Gilbert
Northwest Bonding Agency
P. O. Box 1448
Beaverton, OR 97005

Gentlemen:

Contract No. 8623 awarded to Douglas S. Coats Construction for work on the North Powder River Bridge Section of the Haines-Anthony Highway in Baker County was completed on August 11, 1978, and accepted by the State Highway Engineer on October 18, 1978.

Final payment in the amount of $5,531.73 will be released to the contractor after October 25, 1978. The total contract amount is $135,080.78 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Douglas S. Coats Construction
P. O. Box 311
Bend, OR 97701

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

8623

STATE OF OREGON
Department of Transportation - Finance Branch

INTEROFFICE MEMO

E. MERL WHITEMAN
ACC-5.2

TO: Fred Klaboe, Scott Coulter, C. T. Keasey and Dave Talbot

DATE: August 31, 1978

FROM: E. Merl Whiteman, Manager Finance Branch

SUBJECT: EDA Project Audits

Mr. Keasey's memo of August 9, 1978 outlined the problem of conducting an audit of EDA Projects. Subsequent to receiving the memo Messrs. Burco, Klaboe, Coulter, Streun and Whiteman met to discuss and make a decision as to a solution. That discussion brought to light the fact that the EDA Grants were never discussed with the ODOT Finance Branch. The Internal Audit Section is not staffed to perform these kinds of audits so alternatives were considered.

We have agreed that the best alternative would be for the State Division of Audits to audit EDA Grants concurrent with their audit of the Highway Division and Parks Branch.

Attached is a letter to the Economic Development Administration in Seattle which outlines our proposal.

We will keep you advised of future developments.

EMW:kr
cc: Don Streun
Don Henry
Vern Skoog

81-125-1367

8623

E. MERL WHITEMAN

Department of Transportation

Finance Branch 378-6810
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 31, 1978

U.S. Department of Commerce
Economic Development Administration
1700 Westlake Ave. N.
Suite 500
Seattle, WA 98109

Attention: Donald Gould

Dear Mr. Gould:

As you know, we have several projects in the Oregon State Highway Division and the Parks Branch which are funded by the Economic Development Administration.

The Grant agreements provide for audits. Your audit instructions for local Public Works Grants, Second Edition of March 1978, provides that audits will normally be performed by public audit organization. One of the requirements of a "Public Auditor" is that he be independent of the grantee organization performing the grants. The same audit instructions allows the state and local government audit organizations, in the course of their routine biennial audit of the grantee, to audit local Public Works Grants.

In the Oregon Constitution the Secretary of State is designated as auditor of public accounts. The law requires the Secretary of State to audit the accounts and financial affairs of all State agencies not less often than once every three years. Federal grants are audited at the same time the agency audit is conducted.

With this background, we are taking this means to inform you that we will be planning with the State Division of Audits to have audits made of local Public Works Grants as a part of the regular audit of the Highway Division and Parks Branch for the period July 1, 1976 to June 30, 1978.

A schedule of dates will be provided to you as soon as we can jointly prepare them.

continued

Name and phone numbers of State personnel involved in these matters are as follows:

E. Merl Whiteman
Manager, Finance Branch
Oregon Department of Transportation
Phone # 503-378-6810

Vern Skoog
Controller
Oregon Department of Transportation
Phone # 503-378-6808

George Renner
State Division of Audits
Oregon Secretary of State's Office
Phone # 503-378-3329

We will be looking forward to working with you.

Sincerely,

E. Merl Whiteman

E. Merl Whiteman
Manager, Finance Branch
Oregon Department of Transportation

8623 Report #33, Final 8

FORM 81-754-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N. Powder River Bridge		WEEK ENDING: August 18, 1978
		SECTION PREFIX: 1-8293
HIGHWAY: Haines - Anthony		COUNTY: Baker
NAME OF JOB: North Powder River Bridge	KIND OF WORK: Grading, paving, structure	
CONTRACTOR: Douglas S. Coats Construction Co.	CONTRACT NUMBER: 8623	FEDERAL AID PROJECT NUMBER: EDA-51-26988
DATE OF CONTRACT: November 15, 1977	DATE WORK STARTED: December 20, 1977	ESTIMATED COMPLETION DATE: August 11, 1978
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 4 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 225	CALENDAR DAYS USED 189
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 84%
PROJECT AUTHORIZATION: $147,459.20		
EXCLUSIVE OF ENGINEERING: $135,766.40	ENGINEERING AUTHORIZATION $11,692.80	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $137,239.91	ENGINEERING COST TO DATE $11,692.80	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 1.0 %	PERCENT OF AUTHORIZATION 100 %	DATE PROJECT WAS COMPLETED: August 11, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100		100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Truck , backhoe,

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1798A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 13	Rain showers	0		
MONDAY 14	Rain showers	0		
TUESDAY 15	Rain showers			
WEDNESDAY 16	Rain showers			
THURSDAY 17	Cldy			
FRIDAY 17	Cldy			
SATURDAY 18	Rain showers			

Kessey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

RECEIVED
AUG 21 1978
CONSTRUCTION BRANCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 13	No Activity.
MONDAY 14	Paved approaches , and removing material from project.
TUESDAY 15	Completed removing material from project.
WEDNESDAY 16	Submitted semi-final to region offic.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

SIGNED Joseph A. Schlieski LOCATION La Grande

Joseph A. Schlieski

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

Form 81-734-1384 (9-77)

8623

Oregon Department of Transportation
HIGHWAY DIVISION

PROJECT INSPECTION REPORT

Intermediate ☐
Final ☒XX

Project Name: North Powder River Bridge				Contract No. 8623
Highway: Haines-Anthony			County: Union & Baker	Prefix No. 1-8203
Contract Time Elapsed 84 %	Contract Work Completed 100%	Contract Work Quality: Good	Contract Work Progress: Good	F.A. Project No. EDA 07-51-26988
Inspection date: 8/11/78		By: R. Hector		
In company with				

REMARKS
(Scope of inspection, Findings, Recommendations, Instructions, etc.)

Structure work has been completed. Minor cleanup, the addition of a small quantity of shoulder rock, and the paving of the approach right of Sta. 3+25 remain to be done.

Recommend that the project be accepted pending completion of the above-mentioned work.

(USE ADDITIONAL SHEETS AS REQUIRED)

FINAL INSPECTION CHECKLIST

NOTED
RICHARD UNREIN

8/7/78	Date opened to traffic or in operation
8/11/78	Date of Second Notification
N.A.	Date Contractor's notice for semi-final inspection received
8/16/78	Date Contractor removed equipment, plant, etc.
8/16/78	Estimated submittal date of semi-final estimate
8/11/78	Recommended acceptance date of completed contract work

S

Original to: Construction Engineer
Copy to: Region Engineer
District Engineer
Resident Engineer
Project Mgt. (Final Only)
FHWA (Final F.A. Only)
Project Engineer (If Applicable)

Signed _____

Title Region 5 Construction Engineer

8623

9

OREGON STATE
HIGHWAY DIVISION

June 15, 1978

HIGHWAY BUILDING • SALEM, OREGON • 97310

U. S. Department of Commerce
Economic Development Administration
1700 Westlake Avenue North
Seattle, WA 98109

Attn: Mr. Bill England
Project Management Specialist
Civil Rights Division

Re: Request for Budget Revision
EDA Project No. 07-51-26988
Contract No. 8623

Gentlemen:

We request a budget line item revision for the subject project, as shown on the attached copy of the approved budget. (Form ED-508.)

A copy of the change order modifying the project work is also attached.

Very truly yours,

for Donald Adamson
C. T. Keasey
Construction Engineer

CTK:mk

Attach.

bc: H. S. Coulter
V. E. Skoog
D. H. Moehring
Gareld Inloes

RECEIVED
STATE HWY ENGR
JUN 19 '78
REFER TO
FOR
Info. Inves. R-D D/R Sign Act File

NOT
U.S.C.

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

DA Project No. 07-51-26988 State Oregon County Baker Co.

ne Items	Previous	Approved Revision	Requested Revision
lministrative Expense	$	$	
chitectural/Engineering pdating and/or completion of ans and Specifications)			
her Architectual Engineering Fees			
oject Inspection Fees	16,500	11,693	11,693
location Expenses			
location Payments to Individuals d Businesses			
molition and Removal (a) Labor (b) non-Labor			
nstruction and Project Improvement (a) Labor (b) non-Labor	51,250 86,250	44,352 82,368	44,477 82,493
uipment			
ontingencies	11,000	26,587	26,337
Total Estimated Costs	$ 165,000	$ 165,000	165,000

emarks:

Effective Date: December 27, 1977.

USCOMM-DC 10781-P78

U.S. DEPARTMENT OF COMMERCE

8623

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109

(206) 442-7000

April 24, 1978

Mr. C. T. Keasey
Construction Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RECEIVED — Richards W
Williams — 1
Johnson — CONSTRUCTION — Glover
Glenn — BRANCH — Church

Re: EDA Project Number 07-51-26988
North Powder River Bridge

Dear Mr. Keasey:

In reference to your letter of March 28, 1978, requesting a project budget revision, EDA has reviewed and approved the request, effective April 20, 1978.

We have enclosed the new approved budget (Form ED-508). As you have previously been advised, expenditures are not to exceed any budget line item without prior EDA approval.

Sincerely,

David L. Witschi
FOR Donald L. Gould
LPW Division

NOTED
RICHARD UNREIN

Attachment: Form ED-508

4-28-78
Construction
Shop
Machine

1-P70

ECONOMIC DEVELOPMENT ADMINISTRATION

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

EDA Project No. 07-51-26988 State Oregon County Baker Co.

Line Items	Previous	Approved Revision
Administrative Expense	$	$
Architectural/Engineering (Updating and/or completion of Plans and Specifications)		
Other Architectual Engineering Fees		
Project Inspection Fees	11,693	11,693
Relocation Expenses		
Relocation Payments to Individuals and Businesses		
Demolition and Removal		
(a) Labor	-0-	372
(b) non-Labor	-0-	300
Construction and Project Improvement		
(a) Labor	44,352	44,352
(b) non-Labor	82,368	82,368
Equipment		
Contingencies	26,587	25,915
Total Estimated Costs	$ 165,000	$ 165,000

Remarks:

Effective Date: April 20, 1978.

USCOMM-DC 18781-P76

8623

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 28, 1978

U. S. Department of Commerce
Economic Development Administration
1700 Westlake Avenue North
Seattle, WA 98109

Attn: Mr. Bill England
Project Management Specialist
Civil Rights Division

Re: Request for Budget Revision
EDA Project No. 07-51-26988
Contract No. 8623

Gentlemen:

We request a budget line item revision for the subject project, as shown on the attached copy of the approved budget. (Form ED-508.)

A copy of the change order modifying the project work is also attached.

Very truly yours,

ORIG. SIGNED BY
WARREN RICHARDS
C. T. Keasey
Construction Engineer

CTK:mk

Attach.

bc: H. S. Coulter
V. E. Skoog
D. H. Moehring
Gareld Inloes

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

EDA Project No. 07-51-26988 State Oregon County Baker Co.

Line Items	Previous	Approved Revision	Requested Revision
Administrative Expense	$	$	
Architectural/Engineering (Updating and/or completion of Plans and Specifications)			
Other Architectual Engineering Fees			
Project Inspection Fees	16,500	11,693	11,693
Relocation Expenses			
Relocation Payments to Individuals and Businesses			
Demolition and Removal (a) Labor (b) non-Labor			372 300
Construction and Project Improvement (a) Labor (b) non-Labor	51,250 86,250	44,352 82,368	44,852 82,368
Equipment			
Contingencies	11,000	26,587	25,915
Total Estimated Costs	$ 165,000	$ 165,000	165,000

Remarks:

Effective Date: December 27, 1977.

USCOMM-DC 16781-P76

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8623

APPLYING TO CONTRACT PROJECTS

Order No. 1 Revised

Section North Powder River Bridge — Date October 26, 1977 1/17, 19

Highway Haines-Anthony — F.A.P. No. EDA 07-51-26988

County Baker — Prefix ~~101-1447~~ I-8203 Revised — Account No. 285-01

Description of Work To Be Done:

Adjust power line.

Location by Station Numbers:

107+50 - 110+50

Estimate of Quantities and Costs:

Lump sum $672.49

Explanation: Work necessary to accommodate construction of this project. Facilities to be adjusted under this order presently occupy private property and are, therefore, reimbursable. Reimbursement shall be made in accordance with Paragraph 7g(3) of FHWA's PPM 30-4 (Lump Sum). Work to be done by California-Pacific Utility Company forces.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $.....

Present estimate of project cost, including

$ 672.49 for work under this order $.....

Expected under-run / over-run (amount) . . . . . $.....

Expected under-run / over-run (per cent) . . . .

Spare to right of this line is for use of Salem Office

Submitted by: Red Crawford
Region Utilities Resident Engineer

Approval Recommended: Jack Whittenight
Utility Regional Engineer

Approval Recommended: ..... For: Construction Engineer or Bridge Engineer

Approved: O. B. Jackman
For Construction Engineer

Copy to J. A. Schlieski

SP*79608-734

8623

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 27, 1978

U. S. Department of Commerce
Economic Development Administration
1700 Westlake Avenue North
Seattle, WA 98109

Attn: Mr. Bill England
Project Management Specialist
Civil Rights Division

Re: EDA Project 07-51-26988
State Contract 8623
North Powder Bridge

EDA Project 07-51-26989
State Contract 8631
Meadow Creek Bridge

Gentlemen:

Form ED-113A (40% completion) for the referenced projects was submitted to you March 20, 1978.

This letter is to explain why the original grant amount was not used to compute the project 40% completion.

The contract amount of both projects under-ran the original grant amount by 22% for project 07-51-26988; and 14% for project 07-51-26989. Due to these under-runs, the completed contract work status must be computed by using the contract amount.

Forty per cent of the actual construction project work is computed as follows:

Project 07-51-26988:
(Construction Amount, $126,720) x 40% = $50,688
Grant Amount = $165,000

Project 07-51-26989:
(Construction Amount, $209,150) x 40% = $83,660
Grant Amount = $242,000

Very truly yours,

C. T. Keasey
Construction Engineer

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
MAR 28 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | A-t

CTK:mk

bc: H. S. Coulter
Gareld Inloes

8623

9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 20, 1978

U. S. Department of Commerce
Economic Development Administration
1700 Westlake Avenue North
Seattle, WA 98109

Attn: Mr. Bill England
Project Management Specialist
Civil Rights Division

Re: EDA Project 07-51-26988
State Contract 8623
North Powder Bridge

Dear Mr. England:

Enclosed is ED-530, Part B, for the subject project.

The minority subcontractor, Hopsing Construction, Inc. is the only proposed minority subcontractor for this project. This agreement for $18,980 is 11.5 percent of the original grant.

Very truly yours,

C. T. Keasey
Construction Engineer

MS:mk

Attach.

bc: H. S. Coulter
Gareld Inloes

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
MAR 21 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109
(206) 442-7000

February 15, 1978

Mr. D. H. Moehring
Project Management Branch
207 Transportation Bldg.
Salem, Oregon 97310

Re: EDA Project Number 07-51-26988
North Powder River Bridge

Dear Mr. Moehring:

EDA concurs with the evidence you have submitted that as of December 20, 1978, on-site labor on the project commenced. This satisfies the requirement of start of on-site labor for this project.

Your attention is directed to the instructions for disbursement procedures and related reporting requirements appearing on on pages 17 through 23, and Exhibits 1 through 6, in the Engineering and Construction Guidelines for the Local Public Works Capital Development and Investment Program.

When you receive your Letter of Credit, it will authorize the Federal Reserve Bank to release a portion of the Grant amount to you in a series of draws, to be requested by you as cash needs arise. Each draw is to be for at least $10,000, unless the remaining availability is less than that amount. The draw is to be initiated by presentation of Form TUS-5401 (Payment Voucher on Letter of Credit) to the commercial bank you have designated for this project, for forwarding to the Federal Reserve Branch Bank indicated in your Letter of Credit. If your request is in order, the amount being drawn will be transferred from the Federal Reserve to your commercial bank and then to your checking account. The commercial bank should advise you when the amount drawn is actually on deposit and available to you for disbursement.

The "amount authorized" in the initial Letter of Credit may be drawn without any further approval from this agency. However, availability of the remainder of the Grant will

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☐ FAE ☑ OPE ☐
FEB 23 1978

File: PM FA
TAA _____ LG OP

2/27/78
Original to
C.T. Keasey

Copy to V.E. Skoog
fcl.

require EDA action to increase the amount authorized by amendment of the letter of credit. Such action is to be preceded by your submission to this office of a Form ED-530A, 40% MBE report and a completed Form ED-113 (Outlay Report and Request for Reimbursement for Construction Programs), together with your certification, and our project engineer's concurrence, that project construction is at least 40 percent complete. At this time, the remainder of the Grant amount will be authorized in most cases. You will receive an adequate supply of Form ED-113, together with detailed instructions for its preparation, prior to reaching 40 percent completion.

Please also note that Form CD-286 (Report on Federal Cash Transactions), is to be submitted within 15 working days after the close of each calendar quarter. A supply of this form should be included in the mailing which transmits your copy of the Letter of Credit.

If you have questions regarding the matters discussed above, please contact the EDA project team leader assigned to this project.

Sincerely,

David S. Wilcox

POR Donald L. Gould
LPW Division

ROW 18-4

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 17, 1978

Mr. R. G. Simms
Division Auditor
California-Pacific Utilities Co.
P.O. Box 786
Baker OR 97814

Power Line Adjustment
North Powder River Bridge Section
Haines-Anthony Highway
Baker County
Project: EDA 07-51-26988

Dear Mr. Simms:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of October 17, 1977, have been approved by the State and the Federal Highway Administration. This will confirm our verbal authorization to proceed with the work as of January 9, 1978.

Reimbursement for the work performed on and subsequent to January 9, 1978, in the amount of $672.49, will be made in accordance with Paragraph 7h (3) of PPM 30-4 upon receipt of your final billing.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on your bill.

Yours truly,

Jack M. Cartwright
Utility Engineer

JMCida

bc: Richard Unrein-w/att.
Gene Hickam-w/att.
W. E. Schwartz-w/att.
J. A. Schlieski-w/att.
Clayton Ansell-w/att.
Harlin Gerlach-w/att.
C. T. Keasey-w/SFO #1

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☐ FAE ☒ OPE ☐
JAN 17 1978
File: PM FA
LG OP
TAA

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

FORM 81.734.2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

October 26, 1977

FROM: H. W. Gerlach
Region Utilities Engineer

SUBJECT: Power Line Adjustment
North Powder River Bridge Section
Haines-Anthony Highway
Baker County

TO: Phil Preston
Utilities Special Studies Engineer

SALEM

On September 1, 1977, a cover letter, estimate, sketch map and State Force Order No. 1 all related to the adjustment of California-Pacific Utility Company's power line on subject project were transmitted to you. Since then, the project has been revised. Therefore, it was necessary for C.P.U. Company to submit a revised estimate and sketch. A copy of the company's revised estimate and sketch map are attached as well as revised S.F.O. No. 1.

The company has again requested reimbursement to be made on a lump sum basis.

Since the company's facilities presently occupy private property, please issue an "X"-type permit for their new facilities as per the attached sketch.

HWG/dlm
Attachments

cc: W. E. Schwartz
J. A. Schlieski

RECEIVED
JAN 11 1978
RR & UTILITY UNIT

CALIFORNIA-PACIFIC UTILITIES COMPANY
P. O. BOX 786 2003 FIRST STREET
BAKER, OREGON 97814

(503) 523-3616

October 17, 1977

Mr. Harlin Gerlach
Oregon State Highway Division
P. O. Box 850
LaGrande, Oregon 97850

Dear Red:

Attached is our revised sketch map and estimate for the relocation of our facilities in conjunction with the North Powder River Bridge Project.

We again have shown our estimate on our Unit Cost basis and request the job to be handled on a lump sum basis. Our estimate is based on company engineering and construction labor, contingent upon delaying the job until brush and trees are cleared. Access is nearly impossible otherwise.

We expect construction to take less than a day, with the above stipulation, but we would appreciate a week or so notice.

Let me know if you have any questions.

Yours truly,

Bob

R. G. Simms
Division Auditor

RGS:bj
Enclosure

cc: C. S. Rasmussen
R. B. Erwin

NORTH POWDER RIVER BRIDGE SECTION

ENGINEERING

Labor:	12 hours @ 10.00/hr.	=	120.00
Transportation:	6 hours @ 3.00/hr.	=	18.00
	SUBTOTAL:	=	138.00
	Overheads 10%	=	13.80
	TOTAL:	(1)	151.80

CONSTRUCTION COSTS

Labor: Line Crew	16.6 hours @ 13.33/hr.	=	221.28
Transportation:	5.533 hours @ 9.00/hr.	=	49.80
Back hoe	4 hours @ 20.00/hr.	=	80.00
	SUBTOTAL:	=	351.08

Materials:

40 ft. pole	1 @ 103.97	=	103.97
Double upset Bolt	1 @ 2.01	=	2.01
Pole top pin	1 @ 6.00	=	6.00
Pole Ground	1 @ 7.00	=	7.00
Pin Insulator	1 @ 3.29	=	3.29
	SUBTOTAL:		122.27
	SUBTOTAL:		473.35
	Overheads 10%	=	47.34
	TOTAL CONSTRUCTION COSTS:	(2)	520.69

LUMP SUM TOTAL: $672.49

(1) Engineering
(2) Construction
Total

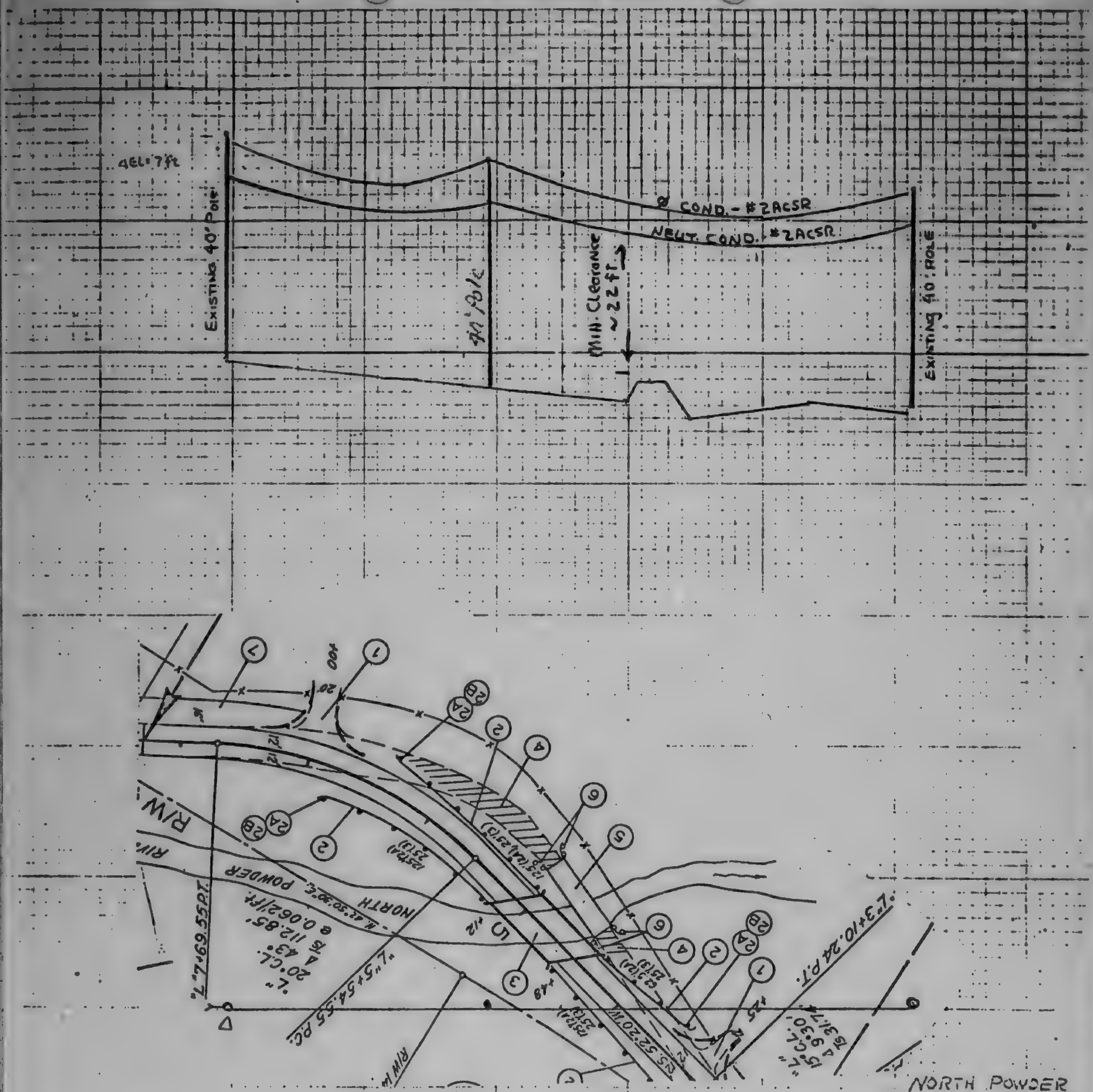
151.80
520.69
672.49

APPROVED Date 1/13/78
IN COMPLIANCE WITH
ACCOUNTING PROCEDURES
Utility Auditor
Asst. Controller

CALIFORNIA-PACIFIC UTILITIES COMPANY

FORM 100-10M

WORK ORDER SKETCH



SCALE MAP: 1"=100' PLAN: 1"=20'	No. WIRE MILES NC No. POLE MILES NC	W. O. No. 621-
PREPARED BY: DWP	SCHOOL DISTRICT CODE AREA 25-8	DISTRICT BAKER
DISTRIBUTION MAP No. 3-321	No. WIRE MILES No. POLE MILES	DATE 11-5-77
	SCHOOL DISTRICT CODE AREA	

8623

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109

(206) 442-7000

January 3, 1978

Mr. D. H. Moehring, Manager
Office of Project Management
Oregon Dept. of Transportation
207 Transportation Bldg.
Salem, Oregon 97310

Re: EDA Project Number 07-51-26988
North Powder River Bridge

Dear Mr. Moehring:

In reference to your letter of December 16, 1977, requesting a project budget revision, EDA has reviewed and approved the request.

We have enclosed the new approved budget (Form ED-508). As you have previously been advised, expenditures are not to exceed any budget line item without prior EDA approval.

Sincerely,

Donald L. Gould
LPW Division

Attachment: Form ED-508

1/9/78
Copy To:
C.T. Kearsey
NOTED
RICHARD UNREIN

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
JAN 9 1978

File: PM FA
TAA LG OP

FORM ED.5[illegible] LPW
[illegible]-76)

U.S. DEPARTMENT OF COMMERCE
ECONOMIC DEVELOPMENT ADMINISTRATION

Attachment No. 1

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

EDA Project No. 07-51-26988 State Oregon County Baker Co.

Line Items	Previous	Approved Revision
Administrative Expense	$	$
Architectural/Engineering (Updating and/or completion of Plans and Specifications)		
Other Architectual Engineering Fees		
Project Inspection Fees	16,500	11,693
Relocation Expenses		
Relocation Payments to Individuals and Businesses		
Demolition and Removal		
(a) Labor		
(b) non-Labor		
Construction and Project Improvement		
(a) Labor	51,250	44,352
(b) non-Labor	86,250	82,368
Equipment		
Contingencies	11,000	26,587
Total Estimated Costs	$ 165,000	$ 165,000

Remarks:

Effective Date: December 27, 1977.

USCOMM-DC 18781-P76

8623

RECEIVED

'77 DEC 16 PM 3:06

GSA-FTRC

CONFIRMATION COPY

of a Teletype Message Telephoned

To Dick Moreiu By J.

On 12-16 At 1514

GENERAL SERVICES ADMINISTRATION
Federal Telecommunications System
FONE: 503 221-2181

TELEGRAPHIC MESSAGE

SEATTLE FTRC

FROM OR AGENCY: Donald L. Gould Dept. of Commerce - EDA Federal Bldg. Room 644 915 Second Avenue Seattle, WA 98714	PRECEDENCE: Urgent ACTION: '77 INFO:	SECURITY CLASSIFICATION: '77 DEC 16 PM 1:42
ACCOUNTING CLASSIFICATION: CEDA D702/1563-00/5600/230	DATE PREPARED: 12/5/77 12-16-7	TYPE OF MESSAGE: [X] SINGLE [ ] BOOK [ ] MULTIPLE-ADDRESS
FOR INFORMATION CALL BILL ENGLAND 442-7000		
FROM: DONALD L. GOULD	PHONE NUMBER: (206) 442-7500	

THIS SPACE FOR USE OF COMMUNICATION UNIT

MESSAGE TO BE TRANSMITTED (Use double spacing and all capital letters)

TO:

MR. D. H. MOEHRING (503) 378-6563
PROJECT MANAGEMENT BRANCH
207 TRANSPORTATION BLDG.
SALEM, OREGON 97310

12/20/77 copy to C.T. Kelsey

RE: EDA PROJECT NUMBER 07-51-26988
NORTH POWDER RIVER BRIDGE

EDA PROJECT NUMBER 07-51-26989
MEADOW CREEK BRIDGE

YOU ARE AWARE THROUGH OUR TELEPHONE CALLS OF EDA'S CONCERN THAT YOU COMPLY WITH THE 90 DAY ON-SITE LABOR REQUIREMENT WHICH YOU HAVE ASSURED US YOU CAN MEET. WE HAVE NOT RECEIVED WRITTEN EVIDENCE THAT YOU HAVE MET THE APPROACHING DEADLINE. YOU ARE REMINDED THAT YOU MAY NOT DRAW AGAINST THE LETTER OF CREDIT UNTIL EDA CONFIRMS YOUR COMPLIANCE WITH THE REQUIREMENT AND FURTHER THAT NON-COMPLIANCE COULD RESULT IN TERMINATION OF THE GRANT OFFER. A COPY OF THIS MESSAGE IS BEING SENT TO YOUR DEPOSITORY BANK FOR THEIR INFORMATION.

YOU AND YOUR BANK WILL BE ADVISED BY EDA WHEN SATISFACTORY EVIDENCE OF TIMELY COMPLIANCE WITH THE ON-SITE LABOR REQUIREMENT HAS BEEN RECEIVED.

Dept. of Commerce - EDA
Federal Bldg. Room 644
915 Second Avenue
Seattle, WA 98714

ACTION: INFO. '77 DEC 16 PM 1:42

CEDA D702/1563-00/5600/230

DATE PREPARED: 12/5/77 12-14-7

TYPE OF MESSAGE: [X] SINGLE [ ] BOOK [ ] ADDRESSEE-ADDRESS

FOR INFORMATION CALL BILL ENGLAND 442-7000

FROM: DONALD L. GOULD

PHONE NUMBER: (206) 442-7500

THIS SPACE FOR USE OF COMMUNICATION UNIT

MESSAGE TO BE TRANSMITTED (Use double spacing and all capital letters)

TO: MR. D. H. MOEHRING (503) 378-6563
PROJECT MANAGEMENT BRANCH
207 TRANSPORTATION BLDG.
SALEM, OREGON 97310

12/20/77 to copy

C.T. Kelsey cc

RE: EDA PROJECT NUMBER 07-51-26988
NORTH POWDER RIVER BRIDGE

EDA PROJECT NUMBER 07-51-26989
MEADOW CREEK BRIDGE

YOU ARE AWARE THROUGH OUR TELEPHONE CALLS OF EDA'S CONCERN THAT YOU COMPLY WITH THE 90 DAY ON-SITE LABOR REQUIREMENT WHICH YOU HAVE ASSURED US YOU CAN MEET. WE HAVE NOT RECEIVED WRITTEN EVIDENCE THAT YOU HAVE MET THE APPROACHING DEADLINE. YOU ARE REMINDED THAT YOU MAY NOT DRAW AGAINST THE LETTER OF CREDIT UNTIL EDA CONFIRMS YOUR COMPLIANCE WITH THE REQUIREMENT AND FURTHER THAT NON-COMPLIANCE COULD RESULT IN TERMINATION OF THE GRANT OFFER. A COPY OF THIS MESSAGE IS BEING SENT TO YOUR DEPOSITORY BANK FOR THEIR INFORMATION.

YOU AND YOUR BANK WILL BE ADVISED BY EDA WHEN SATISFACTORY EVIDENCE OF TIMELY COMPLIANCE WITH THE ON-SITE LABOR REQUIREMENT HAS BEEN RECEIVED.

cc: U. S. NATIONAL BANK OF OREGON (MAIN BRANCH)
321 S. W. SIXTH
PORTLAND, OREGON 97208

ACCOUNT #010-0300-425

PASS NO. | DEA OR FCS. | SECURITY CLASSIFICATION

Swet

8623

12/13/77 Original to Mr. Jones C.T. Kinsey

UNITED STATES DEPARTMENT OF COMMERCE
Economic Development Administration
Washington, D.C. 20230

PA ORE DPT TRANS
LG PROJ MGT BRANCH
207 TRANS BLDG
SALEM OR 97310

L-OR-5042-0 075126986 770930
TAA

W. Powder

MEMORANDUM FOR: LOCAL PUBLIC WORKS GRANTEE
AND LPW EVALUATION REPRESENTATIVE

SUBJECT: Evaluation of the Local Public Works Program

Selection of your project for program evaluation

Your Local Public Works (LPW) project has been selected for evaluation of the Local Public Works Capital Development and Investment Program being conducted by the Economic Development Administration (EDA). The purpose of this evaluation is to ascertain the economic impact of the Local Public Works Program--the largest public works program since the 1930's. It is anticipated that approximately 4,000 projects will be included in this evaluation effort. A successful LPW evaluation will provide the Congress, the Administration, and the public with a better understanding of the benefits of this type of program. This important evaluation effort will require your full cooperation in carefully fulfilling the LPW Grantee responsibilities which are outlined in this letter.

Need for Grantee to appoint an LPW Evaluation Representative

Of primary importance is the need for the Grantee to immediately select an LPW Evaluation Representative to serve as EDA's contact for matters pertaining to EDA's requirements for the collection of evaluation data. The Grantee can select any individual qualified to assume the responsibilities as outlined in the paragraph below. One consideration is to include the role of the Evaluation Representative as part of the functions of the Project Coordinator or the Project Clerk, if either of these two positions exist. Hiring an individual for either of these two positions must be based upon the conditions specified in 5 and 6 respectively in the Second Edition of Engineering and Construction Guidelines for Local Public Works Capital Development and Investment Program.

Specific responsibilities of the LPW Evaluation Representative are:

(1) to inform EDA (on Form ED-747) of each Contractor and Subcontractor to perform on-site construction work on the Grantee's LPW project;

(2) to establish a mechanism insuring that each Contractor and Subcontractor performing on-site construction work submits payroll data (on Form ED-746) to EDA (with a copy to the Grantee) for each pay period;

(3) to monitor submitted payroll data and to take appropriate action to insure that each Contractor and Subcontractor submits a properly completed payroll reporting form for each pay period; and

(4) to satisfactorily respond to all of EDA's requests for assistance pertaining to data matters.

NOTE: Omit architectural, consulting and engineering firms. See the enclosed June 22, 1977 memorandum (Guidelines for reporting and non-reporting of employees for a pay period on ED-746 Payroll Reporting Form) by Anthony J. Sulvetta for an explanation as to (1) which organizations and firms are to submit Form ED-746 payroll reporting forms and therefore are to be identified on Form ED-747 and (2) which employees are to be reported on Form ED-746.

Importance of LPW Evaluation Representative

The enclosed copy of this letter should immediately be given to the appointed LPW Evaluation Representative. It is essential that the Evaluation Representative completely understands the intent and the uses of Form ED-747 and Form ED-746 (as well as their respective instructions) with which EDA will collect data for the evaluation of the LPW program. These forms are discussed below:

(1) Form ED-747 -- Identification of LPW Evaluation Representative, Contractors and Subcontractors. This form is used:

(a) to identify the Grantee-appointed LPW Evaluation Representative; and

(b) to identify each Contractor and Subcontractor to perform on-site construction work. The Evaluation Representative should immediately identify these Contractors and Subcontractors as they become known.

(2) Form ED-746 -- Local Public Works Payroll Reporting Form. Every Contractor and Subcontractor performing on-site construction work on your LPW project must submit an ED-746 payroll form by mail to EDA (with a copy to the Grantee) for each of its pay periods until completion of its work on the project. The Evaluation Representative is responsible for the submission of correctly completed payroll forms by each Contractor and Subcontractor. The Evaluation Representative will also distribute blank forms and provide guidance, as required, to assure proper completion and submission of forms. An initial supply of these forms are enclosed. Contractors and Subcontractors are to be informed that additional ED-746 Payroll Reporting Forms may be obtained either from the Evaluation Representative or from EDA through direct request to the address printed on the form.

Need to comply with program evaluation requirements

The Economic Development Administration recognizes the additional effort required of organizations and firms in reporting LPW evaluation data. However, it is EDA's belief that the benefits to be derived from this comprehensive analysis will be well worth the additional effort. Please be aware that your acceptance of the Grant Offer commits you to submitting the requested information. (Refer to Section D, item 30, of the Standard Terms and Conditions, Exhibit "B-LPW.")

Obtaining answers to questions about LPW program evaluation

Should the appointed LPW Evaluation Representative, or anyone else, have questions concerning the completion and submission of forms, ED-747 and ED-746, please call EDA's Information Systems and Services Division (telephone number (202) 377-4781, collect) and ask for the "LPW Evaluation Desk." Questions relating to the purpose of the evaluation, types of analysis to be performed, etc., should be directed to Robert Wilson of EDA's Program Analysis Division (telephone number (202) 377-4720, collect).

Thank you for your valuable assistance in the important evaluation of the LPW program.

Sincerely,

Robert T. Hall
Assistant Secretary
for Economic Development

8623

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109

(206) 442-7000

November 3, 1977

Mr. D. H. Moehring
Project Management Engineer
Oregon Department of Transportation
207 Transportation Building
Salem, OR 97310

Re: EDA Project No. 07-51-26988

Lear Mr. Moehring:

This is to inform you that we have received information about your special condition regarding the SHPO review and submittal of final plans. Based on this information, we have determined that you have complied with this special condition.

If you have any other questions regarding this special condition or other environmental special conditions attached to your grant offer, please contact Michael Jonas, Environmental Protection Specialist, at (206) 442-7000.

Sincerely,

Donald L. Gould
LPW Division

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
NOV 7 1977
File: PM FA
TAA LG OP

8623

October 28, 1977

Mr. Donald L. Gould
LPW Division
Economic Development Administration
1700 Westlake Avenue, North
Seattle, Washington 98109

Dear Mr. Gould:

SUBJECT: Project Documents
EDA Projects Nos.: 07-51-26879
07-51-26988
07-51-26989
07-51-27019
07-51-27050

We are enclosing the following information pertaining to the subject projects:

1) Names of ODOT personnel, authorized to handle EDA project funds and evidence of bonding.

2) Name of project coordinator and his resume.

3) Completed Title VI Civil Rights Assurances (Form ED-503) for each project.

Very truly yours,

D. H. Moehring, Manager
Project Management

RU:dmc
Enclosure

bc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
C. T. Keasey
J. H. Versteeg
V. E. Skoog
Region 2
Region 3
Region 5

Form CD-333
(10-73)

U. S. DEPARTMENT OF COMMERCE
ECONOMIC DEVELOPMENT ADMINISTRATION

OMB Approval Not Required

Name of Project North Powder River Bridge
City and State Oregon Department of Transportation
Project No. 07-51-26988

ASSURANCES OF COMPLIANCE WITH THE DEPARTMENT OF COMMERCE AND THE ECONOMIC DEVELOPMENT ADMINISTRATION REGULATIONS UNDER TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AND PUBLIC LAW 92-65

This form applies to: A. all Recipients receiving Federal financial assistance from the Economic Development Administration including: 1. applicants; 2. recipients of Federal financial assistance received from another recipient; 3. subgrantees; 4. leasees of or operators for a recipient; 5. successors, assignees or transferees, but not ultimate beneficiaries; and B. Other Parties to include any governmental, public or private agency, institution, organization or other entity, or any individual who has a direct or substantial participation in the program or project receiving Federal financial assistance from EDA, such as contractors, subcontractors, providers of employment, or users of the facilities or services.

Oregon Department of Transportation, Highway Division
Name of Recipient or Other Party

(hereinafter called the "Recipient or Other Party") assures that as a Recipient or Other Party receiving Federal financial assistance from the Economic Development Administration, it will comply with Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d), the requirements imposed by or pursuant to Regulations, issued for the Department of Commerce and designated as 15 CFR Subtitle A Part 8, and any amendments thereto.

The Recipient or Other Party further agrees to comply with the provisions of Section 112 of Public Law 92-65 (42 USC 3123), the requirements imposed by or pursuant to the Regulations of the Economic Development Administration promulgated in 13 CFR Part 311 and any amendments thereto. In addition, Recipient agrees to secure the compliance or to cooperate actively with EDA to secure the compliance by others with the acts and the regulations.

Such requirements hold that no person in the United States shall on the ground of race, color, national origin, or sex be excluded from participation in, be denied the benefits of or be otherwise subjected to discrimination under any program or activity for which Federal financial assistance has been extended.

In accord with these assurances and without limiting the above, the Recipient or Other Party agrees that these assurances shall be binding upon them, their grantees, assignees, transferees, leasees, and successors in interest. These assurances shall also be binding through every modification or amendment to this project.

The Recipient or Other Party acknowledges that it has received and read the Department and EDA regulations, and that it is aware that if there appears to be a failure or threatened failure to comply with this part, and if the noncompliance or threatened noncompliance cannot be corrected by informal means, compliance with this part may be effected by the suspension or termination of or refusal to grant or to continue Federal financial assistance or by any other means authorized by law.

Total number of present employees approximately 2,950.
This assurance is made and accepted this 28th day of October, 19 77, for Oregon Dept. of Transportation, Highway Division
Recipient or Other Party

By C. T. Keasey (Type Name) — 129 Transportation Bldg., Salem, OR 97310 (Address)

Acting State Highway Engineer (Title) — (503) 378-6891 (Telephone Number)

C. T. Keasey
(Signature)

I, F. B. Klaboe, as Secretary of _____,

Inc., a corporation organized and existing by virtue of the laws of the

State of _____; or as Chief of Operations
Authorized State Official

Department of Transportation
of the State of Oregon; or as _____
Authorized Official

of the county or municipality of _____ in the State of _____,

do hereby certify that the foregoing officer who executed this assurance has full authority to bind the Recipient or Other Party. In witness whereof I set my hand ~~and affixed the seal of my office~~ this 28th day of October, 19 77.

F. B. Klaboe
(Secretary or other Official)

FORM FC-333 (3-73)

USCOMM-DC 10344-'73

8123

2

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

October 19, 1977

Mr. C. Mark Smith
Western Regional Director
Economic Development Administration
Suite 500, Lake Union Building
1700 West Lake Avenue, North
Seattle, WA 98109

Dear Mr. Smith:

SUBJECT: Special Condition No. 3
Project No. 07-51-26988
North Powder River Bridge Sec.
Haines-Anthony Hwy.
Baker County

Enclosed is a letter dated October 14, 1977 from the State Historic Preservation Officer. He accepts the photo record for the North Powder River Bridge project.

His letter satisfies Special Condition No. 3 for Project No. 07-51-26988.

Very truly yours,

ORIGINAL SIGNED BY
D. H. MOEHRING
D. H. Moehring
Project Management Engineer

RU:ljt
Encl.

NOTED
H.S. COULTER

bc: H. S. Coulter
D. G. Talbot
E. S. Hunter
C. T. Keasey
J. H. Versteeg
G. A. Potter
W. E. Schwartz, Region 5

RECEIVED
STATE HWY ENGR
OCT 19 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Branch
525 TRADE STREET S.E., SALEM, OREGON 97310

October 14, 1977

Mr. D.H. Moehring
Project Management
207 DOT Building
Salem, OR 97310

RE: Powder River Bridge (PNRS 7706 2 1120)

This is to confirm that the Highway Division responded to the State Historic Preservation Office's request for photographs of the 1913 Pony Truss Bridge on the Haines-Anthony Highway in Baker County.

While accompanying documentation regarding the structure as requested would have been useful, we feel that the project should proceed as planned.

Sincerely,

David G. Talbot

David G. Talbot
State Historic Preservation Officer

EL:ko

cc: Norm Boice, IRD

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
OCT 18 1977
File: PM FA
TAA _____ LG OP

8623

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

October 17, 1977

Mr. C. Mark Smith, Regional Director
Economic Development Administration
Suite 500, Lake Union Building
1700 Westlake Avenue, North
Seattle, WA 98109

NOTED
E. S. HUNTER

Dear Mr. Smith:

SUBJECT: Project No. 07-51-26988
North Powder River Bridge
Haines-Anthony Highway

Attached is our latest cost estimate for the subject project. We have reviewed the estimate and consider the costs to be reasonable.

We have obtained all the necessary Federal, State and local approvals necessary to contract the subject project. Copies of the following approvals are attached:

Permit No. 2721, Division of State Lands

We plan to advertise for bidders on October 20, 1977 and open bid proposals on November 10, 1977.

Very truly yours,

[illegible]AL SIGNED BY
D. E. SWAN

D. H. Moehring
Project Management Engineer

RU:ljt
Att.

bc: H. S. Coulter
E. S. Hunter
J. H. Versteeg
C. T. Keasey
W. E. Schwartz, Region 5

RECEIVED
TECHNICAL SERVICES
OCT 17 '77
REFER TO
FOR:

Section North Powder River Bridge — Programming Estimate $ _____

Highway Hanover Nothing — Project Length _____

County Baker — Completion Time ~~165~~ 225 Col. days

Kind of Work Grade, Pvt & Structure

Prefix 101-1447 — FA Project No. 07-51-26988

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 132,621.00
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	200	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	500	
State Furnished _____		
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
California Pacific Utilities - Power	1000	
_____		
Seeding & Mulching	500	
Misc. Permit Fees		
Project info Signs	1000	
		$ 3200
		$ 135821.00
Contingencies (4-1/2%)		6111.95
Engineering (9 %)		12223.89
~~Credit for~~ _____	~~SUBTOTAL~~	$
Estimated Net Authorization, Construction		$ 154,156.84

APPROVED

J K Winsting

Road Design Engineer

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2

Date

Section

County Baker

Kind Of Work Ex. Pav.

Length

Name Dr. 9-13-77 ~~9-15-77~~

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (8%)			1	—	2000
	Temporary Detour			1	—	2250 00
	Type [illegible] Sign		Sqft	137	6 50	890
	Temporary Barricade		Each	3	125 00	375
	[illegible]			115	6 00	1050
	Flagging		Hr	~~400~~ 360	18 00	6480
	Traffic Control			1	—	750 00
	Remove Existing [illegible]			1	—	~~1,000 00~~ 1,600
	Excavation [illegible] C.			~~1100~~ 1100	~~4 00~~ 4.25	4675
	Ditch			~~5~~	10 00	~~50~~
	[illegible]			~~1~~	12 00	~~12~~
	Watering		M Gal	~~100~~ 50	~~10 00~~ 10 00	500
	Coarse Aggregate [illegible]		C.Yd	~~1400~~ 1200	11 00	13200
				160	12 00	1920
				~~10~~ 260	~~2 00~~ 26 00	1760
	[illegible]				200 00	7200
	[illegible]				0 50	2750
	[illegible]				15 00	[illegible]
	[illegible]				25 00	[illegible]
	[illegible]			45	12 00	5250
	Guardrail [illegible]		[illegible]	1	300 00	1200
	[illegible]		[illegible]	1	150 00	[illegible]
	[illegible]			[illegible]	15 00	

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2

Date

Section

County

Kind Of Work

Length

Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Structures					
	Bridge Removal Work		All	All		5000
	Shoring, Cribbing, Etc.		All	All		5000
	Structure Excavation		CuYd	235	12	2820
	Structure Excavation [illegible] Shore		[illegible]	20	15	300
	Structural Concrete [illegible]	170	[illegible]	[illegible]		14450
4	60'/65' [illegible]		[illegible]	5	4200	33,600
	Reinforcement (12,500 lbs @ 032)		All	All		4000
	Metal Rail with [illegible]		Lin Ft	113	40	4520
	Asphalt-Build[illegible]		Sq Yd	230	15	3450

Section North Power River Bridge — Programming Estimate $ 151000

Highway Haines - Anthony — Project Length

County Baker — Completion Time 165 Cal. days

Kind of Work Grade, Pave & Structure

Prefix 101-1447 — FA Project No.

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 132 876.00

Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	X	200
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	X	500
State Furnished		
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
California Pacific Utilities-Power		1000
Section & Mobilization		500
Misc. Permit Fees		

$ 2200

$ 135,076.00

Contingencies (4-1/2%) 6 078.42

Engineering (9 %) 12 156.84

~~SUBTOTAL~~ $

~~Credit for~~

Estimated Net Authorization, Construction $ 153,311.26

APPROVED

Road Design Engineer

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2

Date

Section North Fork Rd. Jct.

County Baker

Kind Of Work Rev. 9-8-77

Length

Name Da, ~~9-13-77~~ ~~9-15-77~~ 8

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (8%)		Lump	All	—	10,000
	Temporary Protection and Direction of Traffic		Lump	All	—	2250.00
	Temporary Signs		Sq Ft	~~137~~ ~~HH~~	6.50	890
	Temporary Barricades		Each	3	125.00	375
	Temporary Continuous Railing (Type ~~Portable~~)		Lin Ft	~~175~~ ~~125~~	6.00	1050
	Flagmen		Hr	~~360~~ ~~400~~	18.00	6480
	Clearing and Grubbing (Removal)		Lump	All	—	750.00
	Removal of Structures and Obstructions		Lump	All	—	~~1,000.00~~ ~~1,000~~
	Embankment (Misc)			~~1160~~ ~~480~~	~~425~~ ~~4.00~~	4930
	Ditch Excavation		Cu Yd	~~15~~	10.00	~~150~~
	Trench Excavation		Cu Yd	~~44~~	12.00	~~528~~
	Watering		M-Gal	~~(50)~~ ~~100~~	~~10.00~~ ~~8.00~~	500
	Coarse Aggregate Base		Cu Yd	~~1200~~ ~~1400~~	11.00	13200
	3/4"-0 Agg.		Cu Yd	~~160~~ ~~---~~	12.00	1920
	"C" Asphalt (Misc)		Ton	~~260~~ ~~220~~	~~26.00~~ ~~25.00~~	6,760
	Concrete Sidewalk		Sq Ft	~~1~~	200.00	~~200~~
	Reinforcing Steel		Lb	~~5000~~	~~0.50~~	~~2750~~
	Type Catch Basin		Each	~~2~~	15.00	~~640~~
	Guardrail, Type 3		Lin Ft	100	25.00	2500
	Guardrail, Type 2D		Lin Ft	435	12.00	5220
	Guardrail Anchor, Type 1		Each	4	300.00	1200
	Rail End Section, Type C		Each	4	150.00	600
	Type ~~Junction~~ ~~Box~~			~~40~~	15.00	

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2

Date

Section Mill Bridge Etc

County

Kind Of Work

Length

Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Structure					
	Bridge Removal Work		All	All		5000
	Shoring, Cribbing, Etc.		All	All		5000
	Structure Excavation		Cu Yd	235	12	2820
	Structure Excavation Below Elevations Shown		Cu Yd	20	15	300
	Structural Concrete, Class 3300 (B5 @ $170)		All	All		14450
	4'x60'/65' Prestressed Slabs		Each	8	4200	33,600
	Reinforcement (12,500 lbs @ 032)		All	All		4000
	Metal Rail with Channel		Lin Ft	113	40	4520
	Asphalt-Rubber Chip Seal		Sq Yd.	230	15	3525

FROM THE DIVISION OF STATE LANDS
Revised
ATTACHMENT A

Highway Job 198
N. Powder River
Gardner Mill Race

North Powder River Br.
Haines-Anthony Hwy.
Baker County

Special Conditions for Material Removal/Fill Permit No. 2721

1. This permit authorizes the removal of up to 3,100 cubic yards of material and the placement of up to 1,000 cubic yards of fill material in conjunction with the highway improvement and replacement of North Powder River Bridge as outlined in the attached permit application, plans and specifications. (OSHD Job No. 198).

2. The operation shall be conducted in a manner that will prevent a turbidity increase of more than 5 JTU's over background.

3. Waste materials and spoils shall be placed above Ordinary High Water.

4. There shall be no removal or filling in the permit area between January 1 and July 1.

5. There shall be no operation of equipment in the active flowing stream between January 1 and July 1.

6. Material shall not be removed to a depth greater than one (1) foot below Ordinary Low Water except for bridge footing excavation.

7. A new channel may be constructed under these conditions:

   a. There shall be no operation of equipment in the active flowing stream except to connect the newly dug channel into the existing stream.

   b. The new channel shall be completely excavated before diverting the stream flow.

   c. The old channel shall be permanently blocked with impervious material protected by suitable bank protection.

   d. Spoils from the excavation of the new channel shall be stockpiled; and after the diversion has been accomplished, the material may be used to fill the abandoned channel.

8. Riprap shall be placed under these conditions:

   a. Only clean, erosion resistant rock from an upland source shall be used as riprap.

   b. Riprap shall be placed in a manner that does not appreciably increase the upland surface area.

   c. Areas of streambank disturbance not covered by riprap shall be seeded or planted with grass and/or legumes, shrubs and trees.

   d. All riprap shall be placed from above the bankline.

   e. The completed revetment shall have a slope no steeper than 2:1.

   f. Streambed gravels may be used to prepare a filter blanket if from toe trench excavation.

g. Removal of existing woody vegetation shall be minimal

9. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

September 22, 1977(revised)

#8623

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

October 7, 1977

Mr. C. Mark Smith
Western Regional Director
Economic Development Administration
Suite 500
1700 Westlake, Avenue North
Seattle, WA 98109

MISC. CONTRACTS and AGREEMENTS No. 6394

Dear Mr. Smith:

SUBJECT: Project No. 07-51-26988
North Powder River Bridge Section
Haines-Anthony Highway

Enclosed is a fully executed copy of our affirmation of the Grant for EDA LPW Project 07-51-26988.

We have a current letter of credit (Number 13-20-7199) under Round I.

Mr. C. T. Keasey, Construction Engineer, 504 Executive House, 325 13th Street N.E., Salem, Oregon 97310, telephone number (503)378-6318, has been designated as our Project Coordinator for Project No. 07-51-26988.

Very truly yours,

ORIGINAL SIGNED BY
D. H. MOEHRING

D. H. Moehring
Project Management Engineer

Enclosure

bc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
V. E. Skoog
C. T. Keasey
C. W. Head
W. E. Schwartz, Region 5
J. H. Versteeg

RU:dpy

12-9-77 noted in book agree. for

NOTED
C. W. HEAD

UNITED STATES DEPARTMENT OF COMMERCE
The Assistant Secretary for Economic Development
Washington, D.C. 20230

Project No.: 07-51-26988

Approval and Award Date: SEP [illegible]

APPROVAL AND AWARD OF GRANT

Pursuant to its authority under the Local Public Works Capital Development and Investment Act of 1976, as amended by the Public Works Employment Act of 1977 and subject to the Special Conditions (Exhibit "A") and the Standard Terms and Conditions (Exhibit "B-LPW") which are herein incorporated by reference, the Economic Development Administration, U. S. Department of Commerce (Government) hereby approves and awards a Grant not to exceed $ 165,000 to the Oregon Department of Transportation, Salem, Marion County, Oregon, (Grantee) to provide financial assistance for replacement of the North Powder River Bridge on the Haines-Anthony Highway, (Project) presently estimated to cost $ 165,000.

This Approval and Award of Grant, subject to the Special Conditions, and the Standard Terms and Conditions shall constitute an obligation to make such Grant. Such obligation may be terminated without further cause, however, if the Grantee shall fail to affirm its timely utilization of the Grant by signing and returning to the Economic Development Administration within 30 days its affirmation of intent as set forth below.

ECONOMIC DEVELOPMENT ADMINISTRATION

By: Robert A. Ward
Assistant Secretary
for Economic Development

It is hereby affirmed by the above named Grantee that it intends to make prompt utilization of the Grant awarded in accordance with the terms and conditions as above referenced.

Date: October 7, 1977

OR Dept. of Transportation-Highway Division
Legal Name of Grantee

By: H. S. Coulter
Signature and Printed Name

State Highway Engineer
Title of Affirming Official

CERTIFICATION (by authorized Official other than Affirming Official)

The person signing this affirmation was so authorized by the Governing Body or Board of the Recipient.

F B Klaboe
Signature

Chief of Operations
Title of Certifying Official

F. B. Klaboe
Printed Name

October 7, 1977
Date

Form ED-1029 (Rev. 9/77)

USCOMM-DC 64296-P77

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration

EXHIBIT "A"

Local Public Works Program

Project No.: 07-51-26988

SPECIAL CONDITIONS

1. Prior to the start of construction, the Grantee shall provide the Regional Director, Western Regional Office, EDA, with a written commitment, satisfactory to the Government, to increase its female workforce. The commitment shall include goals and timetables based on the analysis of the labor force in the local commuting area. It shall also specify female recruitment sources, placement procedures and other affirmative actions taken that are designed to bring the level of female utilization up to the level that is within the available labor force.

2. Prior to the start of construction, the Grantee shall provide the Regional Director, Western Regional Office, EDA, with a written commitment, satisfactory to the Government, of a plan to implement an upward-mobility program for females due to the concentration of females in lower job classifications. This commitment should consist of specific goals and timetables designed to increase the proportions of females in higher jog classifications.

3. Prior to the start of construction, the Grantee will provide evidence to the Regional Director, EDA, WRO, that the State Historic Preservation Officer (SHPO) is satisfied that a careful photorecord has been made of the structure, and a historical report prepared to accompany the photographs.

4. Prior to the start of construction, the Grantee shall provide the Regional Director, WRO, EDA, with evidence of the final project plans in order to EDA to assess the impact of this project on a natural watercourse.

FORM ED-508 LPW
(REV. 8-77)

U.S. DEPARTMENT OF COMMERCE
ECONOMIC DEVELOPMENT ADMINISTRATION

Attachment No. 1

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

EDA Project No. 07-51-26988 State Oregon

Line Items	Approved
Administrative Expense	$ -0-
Architectural/Engineering (Updating and/or completion of Plans and Specifications)	-0-
Other Architectural Engineering Fees	-0-
Project Inspection Fees	16,500
Relocation Expenses	-0-
Relocation Payments to Individuals and Businesses	-0-
Demolition and Removal	
(a) Labor	-0-
(b) non-Labor	-0-
Construction and Project Improvement	
(a) Labor	51,250
(b) non-Labor	86,250
Equipment	-0-
Contingencies	11,000
Total Estimated Costs *(Eligible Costs Only)*	$ 165,000

Remarks:

( ) Figures rounded.

(X) Figures adjusted to a more realistic estimate according to established standards or transferred to proper line item(s).

USCOMM-DC 64018-P77

8623

STATE OF OREGON

INTEROFFICE MEMO

TO: FILES

DATE: October 5, 1977

FROM: Richard Unrein
Special Programs Coordinator

SUBJECT: North Powder River Bridge
EDA Project No. 07-51-26988

Approval and Award of Grant:	September 30, 1977
Receipt of Grant Award:	October 3, 1977
Affirmation of Grant Utilization by:	October 28, 1977
On-Site Labor Must Begin by:	January 2, 1978
Grant Amount:	$165,000

SPECIAL CONDITIONS

1. Provide written commitment to increase ODOT female work force prior to start of construction.

2. Provide written commitment for upward-mobility program for ODOT females prior to start of construction.

3. Provide evidence that a photorecord has been made of existing structure and historical report have been provided to SHPO prior to start of construction.

4. Provide final plans to EDA in order to assess impact on the natural watercourse prior to construction.

STANDARD TERMS AND CONDITIONS
(Highlights)

1. 10% MBE requirement in all contracts

   (a) Must submit MBE report before any letter of credit will be issued.

   (b) A second MBE report must be submitted at 40% completion to receive second letter of credit.

2. Prior to solicitation of bids furnish evidence to EDA that

   (a) Project costs are reasonable.

   (b) All approvals have been obtained to complete project.

RU:dpy

cc: E. S. Hunter
C. T. Keasey
Walter Hart
V. E. Skoog
J. H. Versteeg
W. E. Schwartz, Region 5

81-125-1367

8623

411

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 10/10/77

Harold L. Rust

9-22-77 / ~~8-23-77~~ Bid Letting _____ All Clear Deadline

SECTION NORTH POWDER RIVER BRIDGE
Highway Haines-Anthony
County Baker Region 5
Type of Work G-P-Str. Funds EDA
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration	X					
Project Assessment		X			X	O.K.
Write-off Letter	X					
PERMITS:						
Division of State Lands		X	X	X	X	
D.O.G.M.I.	X					
Corps of Engineers		X			X	General Permit
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage	X					
NOISE:						
Noise Study	X					

8623

PROGRAM MANAGEMENT OFFICE MEMO

Date 8/31/77 11:35 AM

Subject EDA Applications File No.

Received (call) ~~(visit)~~ from Carol Ovesbeck, Environment Sec.

Address EDA SEATTLE

Made (call) (visit) to Phone

Reason for contact and general discussion:

~~N. Meridian River Br.~~ Will recommend approval with condition that a photo-record be made of existing bridge (Environment has completed this).

Meridian Ck. Br. Will recommend approval with the condition that channel change not be included in EDA project.

She said they are trying to clear all projects this week.

Signature Dick Ulmer

File ( ) (Other) ( ) ( ) (S) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

8623

9

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

August 24, 1977

Mr. C. Mark Smith
Regional Director
Economic Development Administration
Suite 500 Lake Union Building
1700 Westlake Avenue North
Seattle, Washington 98109

NOTED
E. S. HUNTER

Attention Mr. Dave Witches

Dear Mr. Smith:

As discussed with Mr. Dave Witches on August 23, 1977, we are modifying the proposed plans on our North Powder River Bridge Project OR-5042-0 to eliminate the need for a channel change.

Attached is a plan view of the existing roadway, bridge and stream and the proposed roadway alignment and bridge. The estimated cost of the project is $165,000.

Very truly yours,
ORIGINAL SIGNED BY G. W. WIMER

for
D. H. Moehring
Project Management Engineer

Attachment

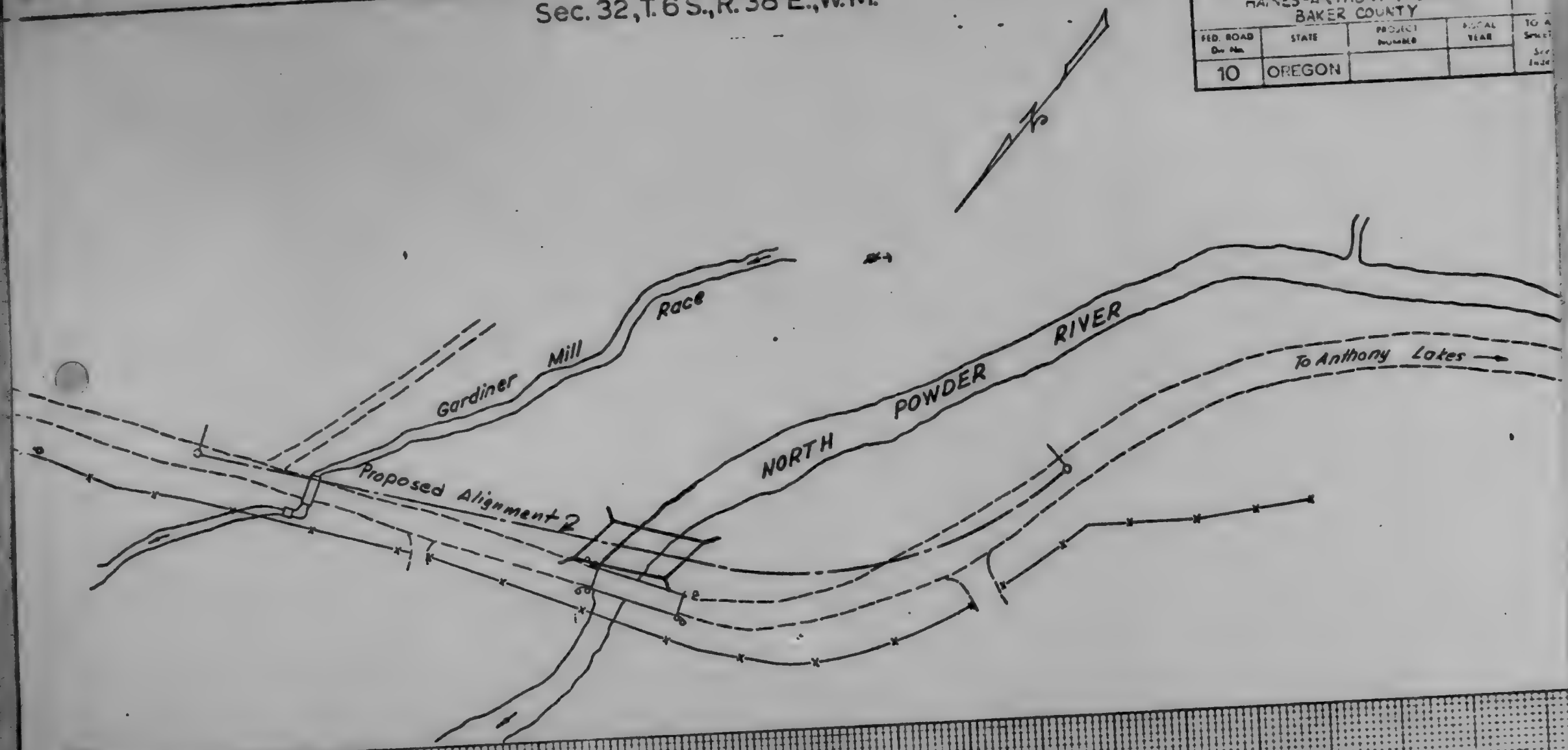
bc: F. B. Klaboe
E. S. Hunter

RU:dpy

RECEIVED
TECHNICAL SERVICES
AUG 24 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Sec. 32, T. 6 S., R. 38 E., W.M.

NORTH POWDER RIVER BRIDGE SEC. HAINES-ANTHONY HIGHWAY BAKER COUNTY				
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TO A... SHEET...
10	OREGON			



8623

PROGRAM MANAGEMENT OFFICE MEMO

Date 8-19-77

Subject EDA Applications File No.

Received (call) ~~(visit)~~ from Ken Goddard EDA

Address Seattle

Made (call) (visit) to Phone 206-442-0970

Reason for contact and general discussion: The Powder River Bridge ($80,000) project is being turned down because we have a channel change included in the project. We are to designate another project to replace the Powder River Bridge. We need to notify Ray Mosier at 206-442-5868. ← substitute projects

Walt Berrie says the EDA is interpreting the Federal Register incorrectly and that Powder River Bridge is eligible

Signature D Shilaeling

File (EDA) ( ) ( ) ( ) (S) ( ) ( ) ( )
Circulate: PME LGE OPE ~~EAE~~ CCE OM Other

8/24/77 Dave Mosier said to use Ord Dyed Co Proj. not #55000 plus #85000 State

8623

PROGRAM MANAGEMENT OFFICE MEMO

Date 8/19/77

Subject North Powder River EDA Project File No. EDA OR-50A2-0

Received (call) ~~(visit)~~ from KEN Goddard - EDA Engineering Dept.

Address SEATTLE 206-442-7500

Also Made return (call) ~~(visit)~~ to KEN Goddard Phone "

Reason for contact and general discussion: KEN CALLED & SAID EDA MAY REJECT project BECAUSE of channel change to NATURAL WATERWAY. Looked @ 317.15 of Fed. Register and told him this section states" any project having as it principal purpose and permanent effect: --- the channelization --- of any natural watercourse." I stated the principal purpose of project was to replace a deficient bridge. They are calling Wash. D.C. for interpretation. Twilight Zone Projects

Signature Dick Clausen

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

P.S. WALT BARRIE & Jack Sollis Agree with my position. H.

the cost of any public works project for which financial assistance is authorized by State or local law requiring such contribution if the applicant submits with its application a written certification from the appropriate authority that:

(i) The share of financial assistance not applied for has been properly approved and is immediately available for the project;

(ii) The project meets all applicable statutory and other relevant requirements of the law; and

(iii) Construction of the project has not yet been initiated.

(3) Grants under this subsection may include funds for the completion of plans, specifications, and estimates where additional architectural and engineering work or related planning is required to permit construction of the project under this section.

§ 317.14 Eligible projects.

Eligible projects include projects for the construction of public works facilities, including but not limited to municipal offices, courthouses, libraries, schools, police and fire stations, detention facilities, water and sewer lines, streets and roads (including curbs), sidewalks, lighting, recreational facilities, convention centers, civic centers, museums, other public facilities, and the transportation of and providing of water to drought-stricken areas as designated by the Federal Disaster Assistance Administration or other Federal agency or department authorized to designate drought-stricken areas.

§ 317.15 Ineligible projects.

The following projects shall be ineligible for funding under this part:

(a) Canals and watercourses. Unless the requirements of § 317.72 are met, no grant shall be made under this part for any project having as its principal purpose and permanent effect:

(1) The channelization, damming, diversion, or dredging of any natural watercourse, or

(2) The construction or enlargement of any canal except a canal or raceway designated for maintenance as a historic site.

(b) Projects on which construction has been initiated. (1) For projects seeking a supplemental grant under § 317.13 (b) (1), the project will be eligible where construction has been initiated if the Assistant Secretary determines that construction was initiated after filing the application under round I due to the requirements of the other Federal program.

(c) Projects on which on-site labor cannot begin within 90 days after receipt of notification of project approval.

(d) Projects with extremely high ratios of labor costs to total project costs (greater than 80 percent) and projects with extremely low ratios of labor costs to total project costs (less than 10 percent).

(e) Projects whose costs exceed the planning targets established by subpart E.

§ 317.16 Projects ineligible unless accompanied by unusual circumstances.

Projects will not normally be approved where any of the following conditions exist.

(a) The applicant has not obtained rights to the project site, including easements and rights-of-way, in one of the following ways:

(1) The eligible applicant owns the project facility and/or site clear of any encumbrances;

(2) The eligible applicant holds a noncancellable long-term lease on the project facility and/or site which is defined as 20 years or the useful life of the facility, whichever is longer; or

(3) The eligible applicant holds a clearly enforceable option through time of grant approval to purchase the project facility and/or site and demonstrates that it has sufficient funds available to complete the purchase.

(b) The project request is for a grant supplemental to another Federal, State or local grant which has not been approved by the applicable grant agency.

(c) The project's construction will involve the use of raw materials not mined or produced in the United States, or United States manufactured articles not substantially made from raw materials mined or produced in the United States, or manufactures not manufactured in the United States.

(1) The restriction contained in paragraph (c) of this section will not apply to any project for which the Assistant Secretary makes one of the following determinations:

(i) The restriction is not in the public interest; or

(ii) The restriction would cause unreasonable project costs; or

(iii) Materials or articles, either raw or manufactured, needed in the construction of the project are not available in the United States in reasonable and sufficient commercial quantity and satisfactory quality.

§ 317.17 Eligible project costs.

(a) The following types of project costs are eligible for funding under this part.

(1) Construction and facility improvement costs;

(2) Eligible expenses and payments under Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Pub. L. 91-646);

(3) Costs for capital equipment not included in the construction contract;

(4) Costs for completing and updating plans, specifications, and estimates—where either architectural design preliminary engineering or related planning has already been undertaken, and where additional architectural and engineering work or related planning is required to permit construction of the project;

(5) Other A/E costs such as inspection fees and test borings;

(6) Administrative costs including legal and audit costs; and

(7) Other costs not inconsistent with the Local Public Works Act and allowed by Federal Management Circular No. 74-4.

§ 317.18 Ineligible project costs.

(a) *Real property.* No part of any grant made under this part may be used for the acquisition of any interest in real property.

(b) *Maintenance.* No part of any grant made under this part may be used for the payment of maintenance costs in connection with a project constructed (in whole or in part) with Federal financial assistance under the Local Public Works Act.

(c) *Cost overruns.* No part of any grant made under this Act may be used for cost overruns for public works projects previously funded under this Act.

(d) *Prior expenses.* No part of any grant made under this part may be used for project costs for administration, plans, specifications, estimates or other A/E costs, which have been incurred prior to the date of original application.

(e) *Construction by State or local governments or Indian tribes.* No part of any grant made under this part may be used for the payment of construction activities directly performed by any department, agency or instrumentality of any State or local government or any Indian tribe.

(f) *Interest.* No part of any grant made under this part may be used for interest on interim construction financing except for supplemental grants where authorized by other program legislation.

§ 317.19 Construction requirements.

(a) *Competitive bidding.* (1) Construction of each project funded under this part shall be performed by contract awarded by competitive bidding, unless

(i) The Assistant Secretary makes a determination that, under circumstances relating to that project, a method of contract award other than competitive bidding is in the public interest.

(2) If the Assistant Secretary does not waive the competitive bidding requirement, the following procedures apply.

(i) Contracts for the construction of such projects shall be awarded on the basis of the lowest responsive bid submitted by a bidder meeting established criteria of responsibility.

(ii) The award of a contract for the construction of a project funded under this part may be subject to review by the Assistant Secretary. The Assistant Secretary may withhold his concurrence from the award of a contract for good cause.

(iii) No requirements or obligations shall be imposed as conditions precedent to the award of a contract or to the Assistant Secretary's concurrence in the award unless such requirements or obligations are lawful and set forth in the advertised specifications.

(b) *Minority business enterprise.* (1) No grant shall be made under this part for any project unless at least ten percent of the amount of such grant will be expended for contracts with and/or supplies from minority business enterprises.

WALTER L. BARRIE - Asst. ATTORNEY GENERAL & Chief COUNSEL 378-4259
JACK L. SOLLIS - " " " Asst. " 378-4259

8623

B-5

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109

(206) 442-5868

August 15, 1977

Locator No.: OR-5042-0

Mr. D. H. Moehring
Oregon Department of Transportation
207 Transportation Building
Salem, Oregon 97310

Dear Mr. Moehring:

This is to acknowledge that on August 5, 1977 the Economic Development Administration received your application for a grant $ 165,000 for construction of North Powder River Bridge replacement in Baker County, Oregon.

EDA has begun to process your application. The Project locator number assigned to your application is No. OR-5042-0 and should be used as a reference in future correspondence.

With warm regards,

C. Mark Smith
Regional Director

NOTED
RICHARD UNREIN

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
AUG 17 1977

File: PM FA
TAA LG OP

8623

B-5

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Branch
525 TRADE STREET S.E., SALEM, OREGON 97310

July 29, 1977

Mr. Pieter Dykman
Research Coordinator
Environmental Section
412 DOT Building
Salem, OR 97310

RE: North Powder River Bridge
Baker County

Dear Mr. Dykman:

Our office has received a description of your proposed federally-funded project, and after a careful review, we can offer the following information.

The project area contains no properties which are at the present time listed, nominated or determined eligible for the National Register of Historic Places. In addition, the archeological reconnaissance survey performed by the Museum of Natural History revealed no archeological sites in this area.

The existing bridge at this location is not necessarily regarded by this office as having National Register potential. However, since this small pony truss bridge was erected in 1912 and such examples pre-dating World War I are rare, we request that a careful photo-record be made of the structure and a historical report be prepared to accompany the photographs. Following completion of this procedure, we have no further objection to removal of the structure, and will feel that Public Law 89-665 and Executive Order 11593 have been complied with and the project may proceed as planned.

Thank you for this opportunity to comment.

Sincerely,

David G. Talbot
State Historic Preservation Officer

EL:ko

8623

B-5

FORM 81-734-5030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

July 26, 1977

Salem, OR. 97310

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Noise Study Reports
August 25, 1977 Letting

TO: D. H. Moehring
Program Management Engineer

The following projects have been subjected to the criteria of FHPM 7-7-3. The projects are grouped into three categories which described how they relate to the provisions of this directive.

Category A

FHPM 7-7-3 does not apply to this project.

1. Tunnel Creek-Whitewater Road (M.P. 60.45)
   North Santiam Highway, Marion County, TQF-47(4)

Category B

FHPM 7-7-3 applies, but the projects will not alter the present/projected traffic volumes or traffic lane locations. Thus, no significant change in the existing noise levels is anticipated.

1. Athenia-Little Dry Creek
   Oregon-Washington Highway, Umatilla County, TQF-19(3)

2. Rosewood Drive-Willamette River Bridge (Salem)
   Willamina-Salem Highway, Marion County, TQF-47(5)

3. Albany/Jct. City Highway at 34th Avenue (Albany)
   Albany-Jct. City Highway, Linn County, TQF-3(5)

4. SW Vermont Street at SW 30th Avenue
   FAUS-9398, Multnomah County, M-9398(1)

5. Auburn Avenue-Baker/Unity Highway (Baker)
   FAU-4841, Baker County, M-TQM-4841(1)

6. Johnson Creek-Ochoco Street
   Pacific Highway East, Clackamas County, HHS-26(6)

7. 99W at 5th Avenue (McKinley Street, Eugene)
   Pacific Highway West, Lane County, HHS-1049(1)

8. Portland PMVT. Marking Project No. 2
   City Streets, Multnomah County, PMS-005(53)

9. Willow Creek (Morgan Street) Bridge
   City Street, Morrow County, OS-2501(1)

10. Oak Ranch Creek Bridge
    Nehalem Highway, Columbia County, EDA

11. Bear Creek Bridge (0953)
    Coquille-Bandon Highway, Coos County, EDA

12. Dufur Section
    FAS-B409, Wasco County, RS-B409(1)

13. Timberline Highway Jct.-Summit Meadow Road
    Mt. Hood Highway, Clackams County, TQF-24(10)

Category C

FHPM 7-7-3 applies. Noise study reports have been completed as per FHPM 7-7-3 (copy attached). Traffic noise levels were computed from the NCHRP Report 117/144 prediction method. Traffic data corresponds to the worst traffic noise condition (peak vehicular hour or peak truck hour). Noise receptors are identified and abatement measures discussed.

1. NE Broadway Street-SE Harrison Street (Portland)
   Pacific Highway East, Multnomah County, TBA

2. John Day Highway-PGE Power Station
   Rhea Road, Gilliam County, RS-B452(1)

3. Alpine/Nelson Road-Strawberry Road
   Bombing Range Road, Morrow County, RS-B564(1)

4. SW Terwilliger Blvd. at SW Sam Jackson Park Road
   FAUS-9383, Multnomah County, M-9383(1)

5. Meadow Creek Bridge
   Ukiah-Hilgard Highway, Union County, EDA

6. N. Powder River Bridge
   Haines-Anthony Highway, Baker County, EDA

8623 V-A B-5

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date July 21, 1977

Section North Powder River Bridge Unit (if appl)

County Baker City

Highway Haines-Anthony Lake State Hwy. No. 411

Termini: M.P.(if appl) 2.61 Length

Region 5 Construction Estimate
Program Amount

B. Purpose of Project:

To reconstruct an old bridge which is not strong enough to support modern heavy trucks.

C. Origin & History of Project:

Because of a proposed nearby dam project, a portion of this highway is to be relocated. The bridge needs to be either strengthened or reconstructed for upcoming logging operations, which would occur in conjunction with the dam project.

D. General Description of Project:

A new bridge would be constructed several hundred yards upstream from the existing bridge. Relocating the highway around the proposed dam is not part of this bridge replacement project. The new bridge would be on a compatible alignment with the relocated highway.

Alignment: New XX Existing Combined

Typical Section: Existing: No. Lanes 2; Med.____; Shldrs.____; Parking_____

Proposed: No. Lanes___; Med._____; Shldrs._____; Parking_____

Traffic: Existing Facility: Existing ADT_____; Projected ADT_____; Yr.____

Existing Level of Service

Proposed Facility: Projected ADT_____; Yr._____

Projected Level of Service

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels_____

Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any:

A commercial materials source would be used.

Type of Structure(s):

One 65-foot clear span structure over the North Powder River is proposed.

Brief Description of River or Stream and Type of Involvement, if any:

The North Powder River at the present bridge site has an average low water flow of 73 cfs and a monthly maximum of about 350 cfs during May. The water is used extensively for irrigation and recreation. The proposal includes constructing a new bridge upstream from the existing bridge, and a 320 foot channel change.

Local City, County or COG priorities of project:

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

Other Descriptive Information or Comments:

The new bridge would have a load limit sufficient to allow logging trucks to pass.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The present bridge spans the North Powder River at an elevation of about 4,000 feet msl. The project is situated where the river emerges from the Elkhorn Range of the Blue Mountains. The relatively level bench land of the Baker Valley lies immediately east of the bridge. Westward, Highway 411 begins its steep ascent to the Anthony Lakes Recreation Area, some 15 miles distance. The bridge is essentially located at the beginning of a coniferous forest composed of pine, tamarack (larch), Douglas and true firs. Large black cottonwoods are the predominant tree at the project site. The bench lands to the east are primarily grassland and are generally utilized for the production of large herds of cattle. Cottonwood and red alder are common along the Baker Valley streams. The North Powder River is a typical N.E. Oregon mountain stream. The peak run-off coincides with snow melt (May). Irrigation needs, coupled with the diminishing flows of summer, can produce near-stagnant conditions. The average annual runoff in the North Powder watershed is 457 acre feet per square mile for an average yield of 84,100 acre feet. The North Powder River supports rainbow trout and perhaps a few eastern brook trout. Local fur bearing mammals include beaver, raccoon, marten and mink. Both deer and elk are common.

2. Cultural:

Utilities in the immediate area include power, telephone and irrigation. If the present alignment is maintained, there should be no conflict. However, any radical change in alignment must be reconsidered in view of utilities and physical damage to the environment.

The Anthony Lakes area attracts recreationists during all seasons. Although pavement ends at the ski area (about 15 miles west of the bridge site) a well maintained gravel road continues into the Malheur River drainage - also popular among recreationists. Logging operations in the Anthony Lakes area will utilize this recreation-oriented highway.

Considering the nature and location of the proposed project, noise abatement and the maintenance of air quality does not constitute a significant problem.

8. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: None.

No new right-of-way is required.

2. Estimated Impact on Traffic Patterns:

Improvement of this river crossing would open the area to logging operations.

Consequences--Air Quality, Noise, Safety, etc.:

Noise levels would increase during logging operations as a result of increased use by log trucks. This may affect a few residents along the highway in the short term.

3. Estimated Impact on Land Use:

Logging operations in the immediate area may occur as part of the dam project when the new bridge is constructed.

Consequences:

This would temporarily affect scenic resources until dam construction.

4. Expected Impact on Natural Ecological Resources:

Some shrubs and trees would be removed but would have little effect in this forested area. No threatened or endangered species or significant and unique wildlife habitats would be affected.

Consequences:

None.

5. Expected Impact on Cultural and Scenic Resources:

Indirectly as a result of logging, scenic resources would be temporarily affected. A cultural resource survey will probably be required.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Would be consistent

b. Noise Standards No sensitive receptors would be affected by this project. Design noise levels will not be exceeded. No noise mitigation will be needed.

c. Water Quality Standards

Would be consistent

d. Area Land Use and Transportation Plans, and Zoning

Would be consistent

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	__X__ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: _____ 1. _____ 2 __X__ 3 _____ 4

SITE PLAN
ODOT # B-5
North Powder River Bridge
Haines-Anthony Highway
Baker County

8623 411

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon 97850

July 18, 1977

FILE:

FROM: Verne A. Allen
Regional R/W Supervisor

TO: J. H. Versteeg
Road Design Engineer

S A L E M

SUBJECT: File No. 35475
North Powder River Br. Section
Haines-Anthony Highway
Baker County

Attached is a request from Dale Allen, Region V Construction Engineer, requesting a chain-up area on subject section. Would you please process said request.

I would suggest that File No. 35475 be used. This was for a temporary construction easement over the same area. With authority I could rewrite the option for a fee purchase, appraise and negotiate with little loss in time.

Programming estimate on this parcel would be $500.00.

Verne C. Allen

VERNE A. ALLEN
Regional R/W Supervisor

VAA/crp

1 Versteeg ✓
2 Olson
Christenson
3 Scott
Swenson
Savage
Trout

RECEIVED
JUL 20 1977
ROAD DESIGN SECTION

Rec'd 7-26

Requires Reply ☐
Requires Approval ☐
Receiver Keep —
Do not File ☐
Return To ____
Bring Up ___/___/___
Other ____

7-26-77
Rod Henry is to call Verne and give him approval to use File 35475 and acquire the property.
D.

8.623

411

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

July 15, 1977

FILE:

FROM: Dale D. Allen
Region 5 Construction Engineer

TO: Verne Allen
Regional Right-of-Way Supervisor

LA GRANDE

SUBJECT: R/W Request
Chain-up Area
North Powder River Bridge
Haines-Anthony Lakes Hwy.

8B-12-2
35475

The above project has been cleared for right-of-way and is scheduled for contracting in August.

While the project can be constructed within the present right-of-way with no problems, it is suggested that we proceed to acquire the right-of-way between the old and the new highway for future construction of a chain-up area. The approximate limits of this chain-up area are shown in yellow on the attached sheet. However, the entire portion of the severed right-of-way should probably be acquired.

This has been discussed with the Design Section and this office is in agreement that we should proceed with the contract as planned; but if at all possible, begin negotiations on the right-of-way so that the turn-out can be constructed before the contract is completed.

Dale Allen says to leave plans as designed and they will expand chain-up from under Contr.
WEC.
7/19/77

DDA:sh
Attachment

cc D. Christensen

1 Versteeg ✓
Olson
2 Christensen
3 Scott
4 Swenson

RECEIVED
JUL 18 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

The Allens want to [illegible] the R/W remnant for Mont. purposes. Not for the bridge project
Scott
7-20-77

REFERRED TO

Beard Read
1 Cole WEC Sample
Eriksen Watson
Heger Wolfe
Return Discuss Do File Copy Dup.
BY FINAL DESIGN ENGINEER

5065 - 900

T.6S., R.38E., W.M.

NORTH POWDER RIVER BRIDGE SEC. HAINES-ANTHONY HIGHWAY BAKER COUNTY				SHEET NO. 3
NO. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			

108+25.00 P.T.

"R/W" 149+06.22 P.S.

"Ch. Ch." 11+24.00 P.T.

Gardiner Mill Race

111+42.00 P.C.

B° C.L.
Δ 14°15'
T 89.52'

113+20.13 P.T.

NORTH POWDER RIVER

R/W

"R/W" ℄

To Anthony Lakes

S.42°50'30"W.

R/W N.42°50'30"E.

S.42°50'30"W.

"Ch. Ch." 11+24.00 P.T.

"Ch. Ch." 114.59' R.C.R.
Δ 55°00'
T 59.65'

109+00.00 P.O.T.
"Ch. Ch." 10+00.00 P.A.T.

Approx Limits of Chain-up Area

"R/W" 143+94.92 P.C.S.
"R/W" 143+70.75 P.S.C.

"R/W" 143+94.92 P.T.

"R/W"
B° C.L.
Δ 7°56'
T 211.32'
2-200' Sp.
S 8°00'
a 4.0

Match Exist'g Grade

Subgrade

Exist'g Ground @ ℄

Exc. 99

Exc. EBBT ("Ch. Ch.")

Emb. in Place 3,088

END OF CONTRACT STA. 111+42

END OF CONTRACT PROJECT STA. 143+20.13

8623

B-5

ROBERT W. STRAUB
GOVERNOR

Executive Department

INTERGOVERNMENTAL RELATIONS DIVISION

ROOM 306, STATE LIBRARY BLDG., SALEM, OREGON 97310

July 12, 1977

Mr. D. H. Moehring
Highway Division
Rm. 207 Transportation Bldg.
Salem, Oregon 97310

Dear Mr. Moehring:

Re: North Powder River Bridge
PNRS 7706 2 1120

The State Clearinghouse has received additional comments on your project from Soil and Water Conservation Commission subsequent to issuance of its original sign-off letter of July 6, 1977. The state agency comments are attached.

A copy of this letter and enclosure should be forwarded to the federal funding agency as required by OMB A-95.

Sincerely,

Donald L. Jones
Administrator

DLJ:kg

Enclosure

Swon

B-5

RECEIVED
JUN 27 1977
STATE SOIL AND WATER
CONSERVATION COMMISSION

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7706 2 1120 Due Date: JUL 1 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

North Powder River Bridge

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

(✓) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

(✓) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

This project ties in with the road relocation that will be necessary on the North Powder. Proposed plans - OK.

Agency Soil & Water By Charles V. Giles Jr.

B-5

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Oregon State Highway Division

PROJECT TITLE: North Powder River Bridge

DATE: July 6, 1977

The state has reviewed your project and reached the following conclusions:

[XX] No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

[XX] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7706 2 1120

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

B-5

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

RECEIVED
JUN 27 1977
DIVISION OF STATE LANDS

JUN 29 1977

PNRS STATE REVIEW

Project #: 7706 2 1120 Due Date: JUL 1 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

(Attach additional comments if necessary)

If the project would require the removal or fill of 50 cubic yards or more of material below the bank of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, Oregon 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By M. E. Stan

B-5

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

INTERGOVERNMENTAL RELATIONS DIVISION
JUL - 1 1977

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7706 2 1120 Due Date: JUL 1 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - -

REMARKS (Please type or print legibly)

Please coordinate this project with our district fishery biologist, Duane West, at La Grande. His office phone number is 963-2138.

Agency Fish & Wildlife By William E. Pitney
ENVIRONMENTAL MANAGEMENT SECTION 6/29/77

B-5

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

JUL - 5 1977

PNRS STATE REVIEW

Project #: 7706 2 1120 Due Date: JUL 1 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - -

REMARKS (Please type or print legibly)

North Powder River Bridge

Baker County

Highway Division contacts inform us that the North Powder River structure is a small steel pony truss bridge erected in 1912. It is our understanding that examples of steel bridges dating from the period before World War I are rare. Therefore, we request that a careful photo-record be made of the structure and that a historical note or report be prepared to accompany the photographs. Further, have plans been made for disposition of the existing bridge? Would it be functional in another setting under local jurisdiction?

Prior to any ground disturbing activities the bridge area should be surveyed by professionals competent in the fields of history and archeology.

Agency SHPO By [signature]

8623

July 7, 1977

Mr. D. G. Talbot
State Historic Preservation Officer
Vick Building
525 Trade St. S.E.
Salem, Oregon 97310

Dear Mr. Talbot:

In compliance with EDA Guidelines for Round II Title I Local Public Works projects, we are submitting one copy of the completed application for the following projects:

Project	ODOT #	Cost	Governor's Priority
Willamette River Overflow Bridge Albany-Junction City Highway	B-1	$350,000	7
Willamette Overflow Bridge Albany-Junction City Highway	B-2	$320,000	8
Bear Creek Bridge Coquille-Bandon Highway	B-3	$210,000	11
North Powder River Bridge Haines-Anthony Highway	B-5	$165,000	14
Meadow Creek Bridge Ukiah-Hilgard Highway	B-7	$250,000	16
Oak Ranch Creek Bridge Nehalem Highway	B-9	$250,000	18

These projects are new applications in lieu of pending Round I applications and are on Governor Straub's EDA Priority List.

Please submit any comments directly to EDA in Seattle and the undersigned.

Very truly yours,

D. E. Swan
Federal Aid Engineer

DES:dmc
Enclosures

8623

July 7, 1977

Blue Mountain Intergovernmental Council
Wallowa County Courthouse
Enterprise, Oregon 97828

Gentlemen:

In compliance with EDA Guidelines for Round II Title I Local Public Works projects, we are submitting one copy of the completed application for the following projects:

Project	ODOT #	Cost	Governor's Priority
North Powder River Bridge Haines-Anthony Highway	B-5	$165,000	14
Meadow Creek Bridge Ukiah-Hilgard Highway	B-7	$250,000	16

These projects are new applications in lieu of pending Round I applications and are on Governor Straub's EDA Priority List.

Please submit any comments directly to EDA in Seattle and the undersigned.

Very truly yours,

D. E. Swan
Federal Aid Engineer

DES:dmc
Enclosures

8623

July 7, 1977

Mr. Norm Boice
Executive Department
Intergovernmental Relations Division
306 State Library Building
Salem, Oregon 97310

Dear Mr. Boice:

In compliance with EDA Guidelines for Round II Title I Local Public Works projects, we are submitting one copy of the completed application for the following projects:

Project	ODOT #	Cost	Governor's Priority
Willamette River Overflow Bridge Albany-Junction City Highway	B-1	$350,000	7
Willamette Overflow Bridge Albany-Junction City Highway	B-2	$320,000	8
Bear Creek Bridge Coquille-Bandon Highway	B-3	$210,000	11
North Powder River Bridge Haines-Anthony Highway	B-5	$165,000	14
Meadow Creek Bridge Ukiah-Hilgard Highway	B-7	$250,000	16
Oak Ranch Creek Bridge Nehalem Highway	B-9	$250,000	18

These projects are new applications in lieu of pending Round I applications and are on Governor Straub's EDA Priority List.

Please submit any comments directly to EDA in Seattle and to the undersigned.

Very truly yours,

D. E. Swan
Federal Aid Engineer

DES:dmc
Enclosures

8623

July 7, 1977

Mr. C. Mark Smith
Regional Director
Economic Development Administration
Suite 500 Lake Union Building
1700 Westlake Avenue, North
Seattle, WA 98109

Dear Mr. Smith:

Herewith is an original and two copies each of completed application forms for the following projects for which we request Federal Assistance under Round II of the Local Public Works Capital Development and Investment Act of 1977:

	Project	ODOT Number	Cost	Governor's Priority
OR-5036-0 ✓	Willamette River Overflow Bridge Albany-Junction City Highway	B-1	$350,000	7
OR-5037-0 ✓	Willamette Overflow Bridge Albany-Junction City Highway	B-2	$320,000	8
OR-5039-0	Bear Creek Bridge Coquille-Bandon Highway	B-3	$210,000	11
OR-5042-0 ✓	North Powder River Bridge Haines-Anthony Highway	B-5	$165,000	14
OR-5044-0 ✓	Meadow Creek Bridge Ukiah-Hilgard Highway	B-7	$250,000	16
	Oak Ranch Creek Bridge Nehalem Highway	B-9	$250,000	18

These projects are new applications in lieu of pending Round I applications and are on Governor Straub's EDA Priority List.

These projects will directly benefit or provide employment for unemployed persons within the project area. The Oregon Department of Transportation assures you that on-site labor can begin within 90 days of project approval.

We hereby certify that a copy of each full application has been submitted to the appropriate A-95 Clearinghouses and State Historic Preservation Officer.

If you have any questions please write or call me at (503) 378-6563.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

for D. H. Moehring
Project Management Engineer

DHM:dmc
bc: F. B. Klaboe
E. S. Hunter
Regions 1, 2, 3 & 5

8623

ODOT B- 5

FORM ED-101LPW-S (8-77) (OMB No. 41-R2964; Approval Expires 9/78)

LOCAL PUBLIC WORKS PROGRAM APPLICATION SUPPLEMENT
42 U.S.C. 6706
No Assistance Shall be Approved until a Completed Application has been Received

U.S. DEPARTMENT OF COMMERCE
ECONOMIC DEVELOPMENT ADMINISTRATION
OMB Approval No. 29-R0218

SECTION I - APPLICANT RECIPIENT DATA

FEDERAL ASSISTANCE

1. Type of action (Mark appropriate box): ☐ Preapplication ☒ Application ☐ Notification of intent (Opt.) ☐ Report of Federal Action

2. Applicant's application: a. Number: ODOT B- 5; b. Date: Yr. 1977, mo. 7, day 1

3. State application identifier (SAI): a. SAI Number: PNRS 7706-2-1120; b. Date Assigned: Yr. 1977, mo. 6, day 24

Leave Blank: 6-24-77

4. Legal applicant/recipient
- a. Applicant name: Oregon Dept.of Transportation
- b. Organization Unit: Project Management Branch
- c. Street, P.O box: 207 Transportation Bldg.
- d. City: Salem
- e. County: Marion
- f. State: Oregon
- g. ZIP Code: 97310
- h. Contact person (Name & phone no.): D.H.Moehring (503)378-6563

5. Federal employer identification no.: 93-6001765W

6. Program (From Federal Catalog): a. Number: 11.310; b. Title: Local Public Works Capital Development and Investment Program

7. Title and description of applicant's project:

North Powder River Bridge
Haines-Anthony Highway

Replacement of deficient bridge

8. Type of applicant/recipient: A-State; B-Interstate; C-Substate Distr.; D-County; E-City; F-School District; G-Special Purpose District; H-Community Action Agency; I-Higher Educational Inst.; J-Indian Tribe; K-Other (Specify): [redacted]
(Enter appropriate letter) A

9. Type of assistance: A-Basic grant; B-Suppl. grant; C-Loan; D-Insurance; E-Other (Specify): [redacted]
(Enter appropriate letter(s)) ☐ A

10. Area of project impact (Name of cities, counties, states, etc.): NA

11. Estimated number of persons benefiting: NA

12. Type of application: NA
A-New; B-Renewal; C-Revision; D-Continuation; E-Augmentation
(Enter appropriate letter)

13. PROPOSED FUNDING

a. Federal	$ 165,000	.00
b. Applicant		.00
c. State		.00
d. Local		.00
e. Other		.00
f. Total	$ 165,000	.00

14. CONGRESSIONAL DISTRICTS OF:
- a. Applicant: OR 2nd
- b. Project: OR 2nd

15. Type of Change (For 12C or 12E): NA
A-Increase dollars; B-Decrease dollars; C-Increase duration; D-Decrease duration; E-Cancellation; F-Other (Specify)
(Enter appropriate letter(s)) ☐☐☐

16. Project Start Date: 19 77 Yr. 10 mo. 15 day

17. Project Duration: Months 7

18. Estimated date to be submitted to Fed. Agency: Yr. mo. day 19 NA

19. Existing Federal identification number: NA

20. Federal Agency to receive request (Name, City, State, ZIP Code): Economic Development Administration, Seattle, WA 98109

21. Remarks added (See Sec. IV): ☐ Yes ☒ No

SEC. II-CERTIFICATION

22. The Applicant certifies:
a. To the best of my knowledge and belief, data in this preapplication/application are true and correct, the document has been duly authorized by the governing body of the applicant and the applicant will comply with the attached assurances if the assistance is approved.

b. If required by OMB Circular A-95 this application was submitted, pursuant to instructions therein, to appropriate clearinghouses and all responses are attached: (See remarks - Sec. IV if more than 3 clearinghouses)

	No Response	Response Attached
(1) NA	☐	☐
(2)	☐	☐
(3)	☐	☐

23. Certifying representative:
a. Typed name and title: D.H. Moehring, Project Management Engineer
b. Signature: D.H. Moehring
c. Date signed: Yr. 1977, mo. 7, day 1

SECTION III - FEDERAL AGENCY ACTION

24. Agency name

25. Application received: Yr. mo. day 19

26. Organizational unit

27. Administrative office

28. Federal application ID: L- - -

29. Address

30. Federal grant ID

31. Action taken: ☐ a. Awarded; ☐ b. Rejected Denied; ☐ c. Returned for Amendment; ☐ d. Deferred; ☐ e. Withdrawn

32. FUNDING

a. Federal	$ .00
b. Applicant	.00
c. State	.00
d. Local	.00
e. Other	.00
f. Total	$ .00

33. Action date: Year month day 19

34. Starting date: Yr. mo. day 19

35. Contact for additional information (Name and telephone number)

36. Ending date: Yr. mo. day 19

37. Remarks added (See Sec. IV): ☐ Yes ☐ No

38. Federal Agency A-95 Action

a. In taking above action, any comments received from clearinghouses were considered. If agency response is due under provisions of Part I, OMB Circular A-95, it has been or is being made.

b. Federal Agency A-95 Official (Name and telephone no.)

1

GPO 854 110 001

LOCATOR NUMBER L- [ ][ ]-[ ][ ][ ][ ]-[ ]

Part II
Other Required Information and Exhibits

NOTICE: Companion Form EC-101LPW is amended as follows: P.L. 94-369 shall read, "42 USC 6701 et. seq." and Sec. 107, P.L. 94-369 shall read, "42 USC 6706."

1. Project location:

(a) City or other municipality: N/A

(b) County or equivalent: Baker

(c) State: Oregon

2. Purpose of this submission: *(Check one)*

(a) Reconsideration of previous application (per above locator number) [ ] 1

(b) Submission of new application (Form ED-101 LPW is attached) [X] 2

If new application attach as Exhibit S-II-2 Narrative Statement of Reasons

3. Priority assigned to project: Oregon Governor's List [14]

4. Is this Application endorsed by any other applicant(s)?

Please check one Yes [ ] 1 No [X] 9

5. Is the project area a community or neighborhood (pocket of Poverty) within an otherwise ineligible city in accord with Sec. 108(e)?

Please check one Yes [ ] No [X]

If "YES," enter the unemployment rate for the area from Exhibit S-II-5 ____.____ %

6. Does the operation and utility of this project depend on the completion of any other project(s) not yet fully operational?

Yes [ ] No [X]

If "YES," attach as Exhibit S-II-6 a narrative description of the other project or projects and a report on the status of each.

FOR EDA USE ONLY

	PJP	(a)	
	PFC	(b)	
	PST	(c)	
RPA	AFS	4f	Applicant Address Code
	PCC	4e	
	PCY	4d	
	ZIP	4g	
PPN	SCY		
	SCC		
SBA	SST		
	SP$		
	ISA	3	
	PSA		
PUN	CGA		
	CGP		
	WKT	(7)	
	TYP	(8)	
	PSD	(16)	M M D D Y Y
	PDU	(17)	MOS.
	RII	(25)	M M D D Y Y
	CCC	(IV)	1 = Yes 9 = No
	LP$	(IV)	
	TP$	(IV)	
	ENG	(IV)	
	PRG		
	APP	4a	
	ORG	4b	
	ADR	4c	

ODOT B-5

LOCATOR NUMBER

L - [ ][ ] - [ ][ ][ ][ ] - [ ]

7. Indicate status of project clearance by A-95 Clearinghouse and State Historic Preservation Officer (SHPO): (Check all Appropriate)

☐ a. This project is being submitted to EDA for reconsideration and no significant changes have been made in the size or scope of the project, and

- ☐ (1) A-95 Clearinghouse comments are attached as Exhibit S-II-7a.
- ☐ (2) SHPO comments are attached as Exhibit S-II-7b.
- ☐ (3) A-95 Clearinghouse comments were not received.
- ☐ (4) SHPO comments were not received.

☐ b. This project is being submitted to EDA for reconsideration and one or more significant changes have been made in the size or scope of the project, and

- ☐ (1) The project has been re-submitted to the appropriate A-95 Clearinghouse(s) for comments
- ☐ (2) The project has been re-submitted to SHPO for comments

☒ c. This project is a new or substitute project now being submitted to EDA for the first time, and Form ED-101LPW is attached, and

- ☒ (1) The project has been submitted to the appropriate A-95 Clearinghouse(s) for comment
- ☒ (2) The project has been submitted to SHPO for comment

☒ d. A copy of this applicant's individual or joint listing of Submitted and Endorsed Applications has been forwarded to the appropriate A-95 Clearinghouse(s) and SHPO for information.

8. Energy conservation measures associated with the project. Check all of the statements which apply to this project.

☐ a. The project has been designed in conformity to all applicable American Society of Heating, Refrigerating and Air Conditioning Engineers, Inc., and to state standards for the area in which it is located.

☐ b. The project involves redesign and retrofit of an existing facility for increased energy conservation

☐ c. The project makes use of one or more alternative sources of energy (solar, geothermal, etc.)

N/A

ODOT B-5

LOCATOR NUMBER
L- [ ][ ]-[ ][ ][ ][ ]-[ ]

Part IV.
PROJECT BUDGET INFORMATION

Section A – CALCULATION OF LPW GRANT BUDGET

COST CLASSIFICATION (a)	PREVIOUS ESTIMATE (b) NA	PRESENT ESTIMATE (c)	EDA USE ONLY
1. Administration Expenses	$	$ 0	LAD
2. Architectural/Engineering		0	
3. Other Architectural/Engineering Fees		0	LAE
4. Project Inspection Fees *		16,500	
5. Relocation Expenses		0	LPR
6. Relocation Payments to Individuals and Businesses		0	
7. Demolition and Removal a. Labor		0	LDL
b. Non-labor		0	
8. Construction and Project Improvement a. Labor		51,250	LCL
b. Non-labor		36,250	
9. Equipment		50,000	LPE
10. TOTAL *(Lines 1 thru 9)*	$	$ 154,000	
11. Add: Contingencies		11,000	LPC
12. TOTAL LPW Project Amount (eligible costs only)	$	$ 165,000	
13. Federal Share Requested of Line 12 (LPW)		165,000	LPS
14. Other Shares (State, Local, Federal) a. State		0	
b. Other Local/Federal *(Identify under "Remarks" below)*		0	
15. TOTAL Project *(Lines 13 + 14a and b) Includes ineligible costs if any*	$	$ 165,000	TPS

Section B – REMARKS

Total additional cost for energy conservation revisions $_____

*Line 4 - Resident Engineer's Salary @ $2532/month plus construction engineering and inspection fees.

Note: Federal Management Circular 74-7. Exhibit M-4 (modified)

0001 B-5

Baker County Bridge Project

LOCATOR NUMBER L- [ ][ ]-[ ][ ][ ][ ][ ]-[ ]

Part V. CIVIL RIGHTS INFORMATION

1. How many definable minority group persons (as defined in 28 CFR 42.402(e)) reside within the jurisdiction served by the applicant?

a. (158 - Co.) State - 93,883 (Number)

b. (1.1% - Co.) State 4.5% (Percentage of total population of applicant's jurisdiction.)

c. Source of above data State of Oregon - Employment Division
Department of Human Resources

2. Is the proposed facility displacing or causing the relocation of those persons identified in Question 1?

☐ Yes ☒ No

ANSWER THE FOLLOWING QUESTION ONLY IF THE ANSWER TO QUESTION 2 IS "YES"

3. What action is being taken to ensure that these persons will be displaced or relocated on a nondiscriminatory basis?

NA

ANSWER QUESTIONS 4 AND 5 ONLY IF THE PERCENTAGE GIVEN IN ANSWER TO QUESTION 1 IS 5% OR LARGER

4. What percentage of the definable minority-group persons identified in Question 1 will be served by the proposed project? _____ %

5. Are the proposed project site and/or services readily accessible to the minority population identified in Question 1?

☒ Yes ☐ No

ANSWER QUESTION 6 ONLY IF THE ANSWER TO QUESTION 5 IS "NO"

6. What action has the applicant taken or what action does it plan to take to ensure that the minority population receives services on a nondiscriminatory basis?

7. Pursuant to the instructions for Part IV, each applicant must attach as Exhibit S-V-7 one of the following documents, displaying data for the year 1976:

☐ A Form ED-612

☒ Form EEO-4 in its entirety, including a summary total sheet

☐ A partial Form EEO-4, including the summary total sheet and detailed data only on the specific department applying

☐ Form EEO-5

☐ Form EEO-6

PART VI: ASSURANCES

Locator Number
L - [ ][ ] - [ ][ ][ ][ ] - [ ]

The applicant hereb, assures and certifies that it shall comply with the regulations, policies, guidelines and requirements, including Office of Management and Budget Circular No. A-95, and Federal Management Circulars 74-4 and 74-7, as they relate to the application, acceptance and use of Federal funds for this federally assisted project. Also, the applicant gives assurance and certifies with respect to the grant that:

1. It shall require the facility to be designed in accordance with the provisions of 41 CFR Subpart 101-19.6 "Accomodations for the Physically Handicapped." The applicant shall be responsible for continuing inspections to insure compliance with this requirement by the contractor.

2. No contract will be awarded in connection with the project to any bidder who will employ any alien in the United States in violation of the Immigration and Nationality Act or any other law, convention, or treaty of the United States relating to the immigration, exclusion, deportation, or expulsion of aliens.

3. The project will be constructed from raw materials mined or produced in the United States and from United States manufactures substantially made from materials mined, produced or manufactured in the United States, unless the Assistant Secretary determines that this requirement is not applicable to the applicant's project.

4. At least 10 per centum of the amount of each grant shall be expended for minority business enterprises, unless the Assistant Secretary determines that this requirement is not applicable to the applicant's project. For the purpose of this paragraph, the term "minority business enterprise" means a business at least 50 per centum of which is owned by minority group members or, in case of a publicly owned business, at least 51 per centum of the stock of which is owned by minority group members. For the purposes of the preceding sentence, minority group members are citizens of the United States who are Negroes, Spanish-speaking, Orientals, Indians, Eskimos, and Aleuts.

5. Special consideration, consistent with existing applicable collective bargaining agreements and practices, shall be given to the employment on the project of qualified disabled veterans as defined in 38 USC 2011 (1), and to qualified Vietnam-era veterans, as defined at 38 USC 2011 (2) (A).

6. If the grant is made under the provisions of Section 108(e) of the Act (Pocket of Poverty), employment engendered by the project will be offered preferentially to the residents of the neighborhood or community that defines the project area. Further, the project will be located physically within the project area as defined in Exhibit S-II-5, previously submitted to EDA.

7. No part of the construction (including demolition and other site preparation activities), renovation, repair or other improvement of the project shall be performed directly by any department, agency, or instrumentality of any State or local government. Construction of the project shall be performed by contract awarded by competitive bidding, unless the Assistant Secretary determines that some other method of bidding is in the public interest.

8. The applicant will comply with assurances made previously in connection with any earlier application submitted on Form ED-101LPW for financial assistance for the project herein described if assistance for the project is approved.

Sheet No. 5

LOAN OR NUMBER
L - [ ][ ] - [ ][ ][ ][ ] - [ ]

LIST OF EXHIBITS

Number of Exhibit	Description of Exhibit	Attached? Yes	Attached? No	EDA USE ONLY
ED-101 LPW	LPW Application (for new projects)	X		
S-II-2	Narrative statement concerning reasons for submitting new application	X		
S-II-3a	List of Submitted and/or Endorsed LPW Applications in Order of Priority	X		
S-II-3b	Local Government/School District List of Submitted and/or Endorsed LPW Applications in Order of Jointly-Assigned Priority		X	
S-II-4	Certificate of Project Endorsement		X	
S-II-5	Definition of Community or Neighborhood (Pocket of Poverty) within an Otherwise Ineligible City, and Statement of Average Unemployment Rate		X	
S-II-6	Statement concerning dependence of this project on other projects and status of each		X	
S-II-7a	Comment from A-95 Clearinghouse		X	
S-II-7b	Comment from SHPO		X	
S-III-1	Updated architect/engineer (A/E) report		X	
S-III-2	Continuation Sheet – Detailed Statement of changes in Application Data (____ pages)		X	
S-V-7	Civil Rights documentation, Form EEO-A _____ (Applicant: Enter Identifying Number)	X		
S-VI-3	Request for waiver of "buy American" requirement		X	
S-VI-4	Request for waiver of 10% minority business enterprise requirement		X	
S-IV-7	Request for waiver of competitive bidding requirement		X	

EXHIBIT S-II-2

This application is being submitted to fulfill compelling local needs. This bridge is on a list of critical bridges in serious need of replacement. Alternative funding sources are not available to construct the bridge. In addition, the relative size of the proposed project lends itself to providing the most benefit in reducing unemployment and stimulating the local economy.

ODOT B-5

ROBERT W. STRAUB
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

PROJECT MANAGEMENT
JUN 29 '77
REFER TO:
Swan
FOR
Info | Investigate | R/D | Action | File | Letter | See me

June 28, 1977

ROUTED
D. H. MOEHRING

Mr. C. Mark Smith
Regional Administrator
Economic Development Administration
Lake Union Building
1700 Westlake Ave.
Seattle, Washington 98109

Dear Mr. Smith:

I am in receipt of your letter dated June 7, 1977, advising that the "Planning Target" for the State of Oregon for Round II of the Local Public Works Program is $5,670,000. The registered letter was received on June 13, 1977.

In accordance with the rules and regulations as published in the Federal Register on May 27, 1977 and the EDA guidelines, the enclosed list of projects is submitted as the State of Oregon's priority list.

All but three of the projects are new and will require the submittal of the full applications as well as supplemental forms.

In reviewing the public works requirements of the State, and after consultation with the Legislature, I believe that even though the projects submitted during Round I are still badly needed, it would be in the best interests of the state to submit these new projects for Round II funding.

Appropriate applications for each of the projects are being finalized and will be forwarded in the next few days.

Sincerely,

Governor

NOTED
RICHARD UNREIN

RWS:djg
Enclosure
cc: Tom Current, EDA

ODOT B-5

LOCATOR NUMBER L- [ ][ ]-[ ][ ][ ][ ]-[ ]

EXHIBIT S-II-3a

LIST OF SUBMITTED OR ENDORSED LPW APPLICATIONS IN ORDER OF PRIORITY

Legal Name of Applicant	Street/P.O. Box
State of Oregon Department of Transportation	207 Transportation Building
	City: Salem
Organizational Unit	County: Marion
Project Management Branch	State: Oregon — ZIP Code: 97310

NOTE: SCHOOL DISTRICTS MUST IDENTIFY THE CITY (OR CITIES AND COUNTY) PRINCIPALLY TO BE SERVED BY EACH PROJECT.

Type of Applicant and Relationship to School District

As defined in the Instruction to Part I-1 of the LPW Application Supplement,

- [xx] The Applicant is neither a city, a county, nor a school district.
- [ ] The applicant is a city or a county, and there is no school district with authority under law to apply for LPW funds for school projects principally to serve the city or county.
- [ ] The applicant is a city or a county, and no school district with authority to apply for EDA funds for school projects principally to serve the local jurisdiction has applied or will apply for such assistance.
- [ ] The applicant is a city, a county or a school district authorized to apply for LPW funds for school projects principally to serve a city or a county and wishes EDA to select among the Local Government's and school district's applications.

Priority	EDA Locator Number	Name of Applicant and Description of Project	LPW Funds Requested
Highest 1		Salem Motor Pool Building	$ 646,000
2		Remodel Eugene Office Building	$ 462,000
3		Sewer Renovations, Marion County	$ 281,000

FORM ED-101LPW-S (8-77)

USCOMM-DC 63948-P77

ODOT B-5

LOCATOR NUMBER
L - [ ][ ] - [ ][ ][ ][ ][ ] - [ ]

Priority	EDA Locator Number	Name of Applicant and Description of Project	LPW Funds Requested
4		Pendleton Office Building	$ 1,569,000
5	OR-0538-1	Historic Restoration of Wolf Creek Tavern	$ 600,000
6		Port Orford Sewerage Project	$ 210,000
7		Willamette River Overflow Bridge Albany-Junction City Highway	$ 350,000
8		Willamette Overflow Bridge Albany-Junction City Highway	$ 320,000
9	OR-0361-0	Restroom for Shore Acres	$ 95,000
10		Sewage Collection for Beverly Beach	$ 150,000
11		Bear Creek Bridge Coquille-Bandon Highway	$ 210,000
12		Beach Access Facilities at Oceanside	$ 150,000
13		Beach Access Facilities at Manhattan Beach	$ 175,000
14		North Powder River Bridge Haines-Anthony Highway	$ 165,000
15		Lighthouse Restoration for Cape Meares	$ 45,000

continuation sheet attached

ODOT B-5

LOCATOR NUMBER L- [ ][ ] - [ ][ ][ ][ ][ ] - [ ]

Priority	EDA Locator Number	Name of Applicant and Description of Project	LPW Funds Requested
16		Meadow Creek Bridge & Culvert Ukiah-Hilgard Highway	$ 250,000
17	OR-0362-0	Restroom for Fogarty Creek	$ 90,000
18		Oak Ranch Creek Bridge Nehalem Highway	$ 250,000
19		Deer Island Wayside	$ 50,000
			$
			$
			$
			$
			$
			$
			$
			$

EXHIBIT S-V-7 ODOT B--5

EQUAL EMPLOYMENT OPPORTUNITY COMMISSION

STATE AND LOCAL GOVERNMENT INFORMATION (EEO-4)

EXCLUDE SCHOOL SYSTEMS AND EDUCATIONAL INSTITUTIONS

(Read attached instructions prior to completing this form)

FORM APPROVED OMB NO 124-R0009

MAIL COMPLETED FORM TO

Oregon State Highway Division (DOT)
State Transportation Bldg.
Salem, OR 97310

A. TYPE OF GOVERNMENT (Check one box only)

☒ 1. State ☐ 2. County ☐ 3. City ☐ 4. Township ☐ 5. Special district

☐ 6. Other (Specify)_____

B. IDENTIFICATION

1. NAME OF POLITICAL JURISDICTION (If same as label, skip to item C)

EEOC USE ONLY

A

B

2. Address - Number and Street	CITY/TOWN	COUNTY	STATE/ZIP

C. FUNCTION

(Check one box to indicate the function for which this form is being submitted. Data should be reported for all departments and agencies in your government covered by the function indicated. If you cannot supply the data for every agency within the function, attach separate a list showing name and address of agencies whose data are not included.)

	1 FINANCIAL ADMINISTRATION Tax assessing, tax billing and collection, budgeting, purchasing, central accounting and similar financial administration carried on by a treasurer's, auditor's or comptroller's office and GENERAL CONTROL Duties usually performed by boards of supervisors or commissioners central administrative offices and agencies, control personnel or planning agencies, all judicial offices and employees (judges, magistrates, bailiffs etc.)		8 HEALTH Provision of public health services outpatient clinics visiting nurses food and sanitary inspections, mental health, etc
			9 HOUSING Code enforcement low rent public housing low housing or distance enforcement housing for elderly, housing rehabilitation rent control
XX	2 STREETS AND HIGHWAYS Maintenance repair, construction and administration of streets alleys sidewalks, roads highways and bridges		10 COMMUNITY DEVELOPMENT Planning, zoning, land development open space, beautification, preservation
	3 PUBLIC WELFARE Maintenance of homes and other institutions for the needy, administration of public assistance (Hospitals and sanatoriums should be reported as item 7.)		11 CORRECTIONS Jails, reformatories, detention homes, half-way houses prisons, parole and probation activities
	4 POLICE PROTECTION Duties of a police department, sheriff's, constable's, coroner's office etc. including technical and clerical employees engaged in police activities		12 UTILITIES AND TRANSPORTATION Includes water supply, electric power, transit gas airports, water transportation and terminals
	5 FIRE PROTECTION Duties of the uniformed fire force and clerical employees (Report any forest fire protection activities as item 6.)		13 SANITATION AND SEWAGE Street cleaning, garbage and refuse collection and disposal. Provision, maintenance and operation of sanitary and storm sewer systems and sewage disposal plants
	6 NATURAL RESOURCES Agriculture forestry forest fire protection irrigation drainage flood control etc. (and) PARKS AND RECREATION Provision, maintenance and operation of parks play grounds swimming pools auditoriums stadiums marinas zoos etc		14 EMPLOYMENT SECURITY
	7 HOSPITALS AND SANATORIUMS Operation and maintenance of institutions for inpatient medical care		15 OTHER (Specify)

D. EMPLOYMENT DATA AS OF ~~XXXXXXXXXXXX~~ January to June 30, 1977

(Do not include elected/appointed officials. Blanks will be counted as zero)

1. FULL TIME EMPLOYEES (Temporary employees not included)

JOB CATEGORIES	ANNUAL SALARY (in thousands 000)	TOTAL (COLUMNS B-K) A	MALE: NON HISPANIC ORIGIN WHITE B	MALE: NON HISPANIC ORIGIN BLACK C	MALE: HISPANIC D	MALE: ASIAN OR PACIFIC ISLANDER E	MALE: AMERICAN INDIAN OR ALASKAN NATIVE F	FEMALE: NON HISPANIC ORIGIN WHITE G	FEMALE: NON HISPANIC ORIGIN BLACK H	FEMALE: HISPANIC I	FEMALE: ASIAN OR PACIFIC ISLANDER J	FEMALE: AMERICAN INDIAN OR ALASKAN NATIVE K
SKILLED CRAFT	49 $ 01 39											
	50 40 59											
	51 60 79											
	52 80 99											
G	53 100 129		238			1	3	1				
	54 130 159		366		1							
	55 160 249		23									
	56 250 PLUS											
SERVICE MAINTENANCE	57 01 39											
	58 40 59											
	59 60 79		23	2	1	1	1	1	1			
H	60 80 99		823	8	14	6	17	6		1		
	61 100 129		48									
	62 130 159		3									
	63 160 249											
	64 $ 250 PLUS											
65. TOTAL FULL TIME (LINES 1-64)			2698	18	21	11	29	225	1	5	3	2

2. OTHER THAN FULL TIME EMPLOYEES (Include temporary employees)

A	66. OFFICIALS / ADMIN											
B	67. PROFESSIONALS							1				
C	68. TECHNICIANS											
D	69. PROTECTIVE SERV											
E	70. PARA PROFESSIONAL		29					72				
F	71. OFFICE / CLERICAL		2					27		1		
G	72. SKILLED CRAFT		36									
H	73. SERV / MAINT.		119	6	4		5	56		1		
	74. TOTAL OTHER THAN FULL TIME (LINES 66-73)		186	6	4	0	5	156	0	2	0	0

3. NEW HIRES DURING FISCAL YEAR Permanent full time only

~~XXXXXXXXXXX~~ January 1, through June 30, 1977

75. OFFICIALS / ADMIN		6									
76. PROFESSIONALS		1					3				
77. TECHNICIANS											
78. PROTECTIVE SERV											
79. PARA PROFESSIONAL											
80. OFFICE / CLERICAL		3					19		1		
81. SKILLED CRAFT		4									
82. SERV / MAINT		36					3		1		
83. TOTAL NEW HIRES (LINES 75-82)		50					25		2		

EXHIBIT S-V-7

ODOT 8-5

REMARKS (List National Crime Information Center (NCIC) numbers assigned to any Criminal Justice Agencies whose data are included in this report.)

CERTIFICATION. I certify that the information given in this report is correct and true to the best of my knowledge and was reported in accordance with accompanying instructions. (Wilfully false statements on this report are punishable by law, U.S. Code, Title 18, Section 1001.)

NAME OF PERSON TO CONTACT REGARDING THIS FORM	TITLE
James L. Butler	Civil Rights Coordinator
ADDRESS (Number and Street, City, State, Zip Code)	TELEPHONE NUMBER AREA CODE
Transportation Building Salem, OR 97310	(503) 378-8077

DATE	TYPED NAME / TITLE OF AUTHORIZED OFFICIAL	SIGNATURE
6/30/77	H.S. Coulter, State Highway Engineer	

EXHIBIT 5-V-1 ODOT B-5

D. EMPLOYMENT DATA AS OF XXXXXXX January to June 30, 1977

(Do not include elected/appointed officials. Blanks will be counted as zero)

I. FULL TIME EMPLOYEES (Temporary employees not included)

JOB CATEGORIES		ANNUAL SALARY (to thousands omit)	TOTAL (COLUMNS B THROUGH K) A	MALE: NON HISPANIC ORIGIN WHITE B	MALE: NON HISPANIC ORIGIN BLACK C	MALE: HISPANIC D	MALE: ASIAN OR PACIFIC ISLANDER E	MALE: AMERICAN INDIAN OR ALASKAN NATIVE F	FEMALE: NON HISPANIC ORIGIN WHITE G	FEMALE: NON HISPANIC ORIGIN BLACK H	FEMALE: HISPANIC I	FEMALE: ASIAN OR PACIFIC ISLANDER J	FEMALE: AMERICAN INDIAN OR ALASKAN NATIVE K
OFFICIALS ADMINISTRATORS	1	0 1 39											
	2	40 59											
	3	60 79											
A	4	80 99		4					1				
	5	100 129		48	1		1	1	1				
	6	130 159		27					2				
	7	160 249		35	1				1				
	8	250 PLUS		58	1								
PROFESSIONALS	9	0 1 39											
	10	40 59											
	11	60 79											
	12	80 99											
B	13	100 129		4		1			3				
	14	130 159		211	2		1	3	5				
	15	160 249		443	1	1	1	1	2				
	16	250 PLUS		1									
TECHNICIANS	17	0 1 39											
	18	40 59											
	19	60 79											
	20	80 99											
C	21	100 129		160		1		2	7			1	1
	22	130 159		97		2			4				
	23	160 249		25					3				
	24	250 PLUS											
PROTECTIVE SERVICE	25	0 1 39											
	26	40 59											
	27	60 79											
	28	80 99											
	29	100 129											
D	30	130 159											
	31	160 249											
	32	250 PLUS											
PARA PROFESSIONALS	33	0 1 39											
	34	40 59											
	35	60 79											
	36	80 99		1									
E	37	100 129											
	38	130 159											
	39	160 249											
	40	250 PLUS											
OFFICE CLERICAL	41	0 1 39							1				
	42	40 59											
	43	60 79		1					41		2	1	1
	44	80 99		1					112		2	1	
F	45	100 129		40	2				34				
	46	130 159		18				1	1				
	47	160 249											
	48	$ 250 PLUS											

HUD 8708 (8/76) Page 1a

FORM ED-101LPW (0-76)
OMB No. 41-R-2934
Approval Expires September, 1977

LOCAL PUBLIC WORKS CAPITAL DEVELOPMENT AND INVESTMENT PROGRAM APPLICATION

P.L. 94-369 Sec. 107

No Assistance Shall be Approved until a Completed Application has been Received

U.S. DEPARTMENT OF COMMERCE
ECONOMIC DEVELOPMENT ADMINISTRATION

OMB Approval No. 29-R0218

FEDERAL ASSISTANCE Part I

1. Type of action (Mark appropriate box)
- ☐ Preapplication
- ☒ Application
- ☐ Notification of intent (Opt.)
- ☐ Report of Federal Action

2. Applicant's application
a. Number: ODOT B- 5
b. Date: Yr. 77 mo. 7 day 1

3. State application identifier (SAI)
a. SAI Number: PNRS 7706-2-1120
b. Date Assigned: Yr. 77 mo. 6 day 24

Leave Blank

SECTION I - APPLICANT RECIPIENT DATA

4. Legal applicant/recipient
a. Applicant name: Oregon Department of Transportation
b. Organization Unit: Project Management Branch
c. Street/P.O box: 207 Transportation Bldg.
d. City: Salem
e. County: Marion
f. State: Oregon
g. ZIP Code: 97310
h. Contact person (Name & phone no.): D. H.Moehring (503)378-6563

5. Federal employer identification no.: 93-6001765W

6. Program (From Federal Catalog)
a. Number: 11.310
b. Title: Local Public Works Capital Development and Investment Program

7. Title and description of applicant's project
NA

8. Type of applicant/recipient
A-State
B-Interstate
C-Substate District
D-County
E-City
F-School District
G-Special Purpose District
H-Community Action Agency
I-Higher Educational Inst.
J-Indian Tribe
K-Other (Specify)
(Enter appropriate letter) A

9. Type of assistance
A-Basic grant
B-Suppl. grant
C-Loan
D-Insurance
E-Other (Specify)
(Enter appropriate letter(s))

10. Area of project impact (Name of cities, counties, states, etc.)

11. Estimated number of persons benefiting

12. Type of application
A-New
B-Renewal
C-Revision
D-Continuation
E-Augmentation
(Enter appropriate letter) A

13. NA PROPOSED FUNDING

a. Federal	$	.00
b. Applicant		.00
c. State		.00
d. Local		.00
e. Other		.00
f. Total	$	.00

NA. CONGRESSIONAL DISTRICTS OF:
a. Applicant: ORE 2nd
b. Project:

16. Project Start Date: Yr. 77 mo. day
17. Project Duration: Months
18. Estimated date to be submitted to Fed. Agency: Yr. mo. day 19

15. Type of Change (For 13C or 13E)
A-Increase dollars
B-Decrease dollars
C-Increase duration
D-Decrease duration
E-Cancellation
F-Other (Specify)
(Enter appropriate letter(s))

19. Existing Federal identification number: N/A

20. Federal Agency to receive request (Name, City, State, ZIP Code)
Economic Development Administration, Seattle, WA 98109

21. Remarks added (See Sec. IV)
NA ☐ Yes ☐ No

SEC. II-CERTIFICATION

22. The Applicant certifies:
a. To the best of my knowledge and belief, data in this preapplication/application are true and correct, the document has been duly authorized by the governing body of the applicant and the applicant will comply with the attached assurances if the assistance is approved.
b. If required by OMB Circular A-95 this application was submitted, pursuant to instructions therein, to appropriate clearinghouses and all responses are attached: (See remarks - Sec. IV if more than 3 clearinghouses)

	No Response	Response Attached
(1) State	☒	☐
(2) District (13)	☐	☒
(3)	☐	☐

23. Certifying representative
a. Typed name and title: D.H. Moehring, Project Management Engineer
b. Signature: D.H. Moehring
c. Date signed: Yr. 1977 mo. 7 day 1

SECTION III - FEDERAL AGENCY ACTION

N/A

24. Agency name
25. Application received: Yr. mo. day 19
26. Organizational unit
27. Administrative office
28. Federal application ID
29. Address
30. Federal grant ID

31. Action taken
- ☐ a. Awarded
- ☐ b. Rejected/Denied
- ☐ c. Returned for Amendment
- ☐ d. Deferred
- ☐ e. Withdrawn

32. FUNDING

a. Federal	$	.00
b. Applicant		.00
c. State		.00
d. Local		.00
e. Other		.00
f. Total	$	.00

33. Action date: Year month day 19
34. Starting date: Yr. mo. day 19
35. Contact for additional information (Name and telephone number)
36. Ending date: Yr. mo. day 19
37. Remarks added (See Sec. IV and Exhibit I-22-b) ☐ Yes ☐ No

38. Federal Agency A-95 Action
a. In taking above action, any comments received from clearinghouses were considered. If agency response is due under provisions of Part I, OMB Circular A-95, it has been or is being made.
b. Federal Agency A-95 Official (Name and telephone no.)

USCOMM-DC 18888-P76

SECTION IV – REMARKS *(Please reference the proper item number from Sections I, II, or III, if applicable.)*

Agency Special Instructions:

(a) Shaded-over items need not be completed

(b) Item 12.c – Revision refers to applications resubmitted after deficiencies are remedied.

(c) Item 13 – "Proposed Funding" – identify all Federal funds:

Agency Name	Funds	Type of Funds
EDA – LPW	$ 165,000	LPW Grant
*Total Federal	$ 165,000	← (Enter in Item 13a)

(*) Must agree with sum of Line 13 and appropriate part of 14b in Part III, Section B – LPW Grant Budget.

(d) Item 16 – In estimating project start date, assume approval 60 days after receipt.

(e) Item 22b – Modified OMB Circular A-95 procedure applies for first 90 days *(see Regulations and/or Program Guidelines)*.

Instructions for Parts II, III, IV, V and VI are attached to the end of the application

PLEASE TYPE/PRINT ALL DATA LEGIBLY

Part II
PROJECT APPROVAL INFORMATION

Section A – GENERAL

1. Does this project require Federal, State, Regional, or local clearance, approvals or permits for construction?

[X] Yes ⟶ What is (are) the name(s) of the Agency(ies) or Board(s) which has (have) the authority to issue the clearance, approval or permit?

[ ] No

State of Oregon, Division of State Lands, U.S. Army, Corps of Engineers

Attach Clearance Document(s) or Permit(s) as Exhibit II-A-1.

2. Relationship to plans

a. Does the proposed project relate to existing local or regional development plans or programs?

[ ] Yes – *Identify Titles and date of Plans* _____

[X] No

b. Does the proposed project advance longer range plans and programs if different from 2a?

[X] Yes – *Identify Titles and date of Plans* Oregon State Highway Division Six-Year Highway Improvement Program - June 1976.

[ ] No

3. Will the project for which the assistance is requested cause the displacement of individuals, families, businesses, or farms?

[ ] Yes – *State the approximate date(s) of displacement(s) mentioned above:* Date(s) _____

[X] No

4. Has other Federal Assistance (Grant or Loan) been requested for this project?

[ ] Yes – *Complete the information on the right.* ⟶ Name of Program _____

[X] No

Catalog of Federal Domestic Assistance No. _____
Amount $ _____
Federal ID No. _____
Status as of: (Date) _____

- [ ] Pre-Application submitted
- [ ] Application pending *
- [ ] Application was submitted, but applicant has requested that it be withdrawn from consideration. *
- [ ] Approved but not funded *
- [ ] Approved, and this application is a request for supplementary funding
- [ ] Denied

* *See Instructions for required Exhibit II-A-4*

5. If the applicant is a special purpose unit of local government, such as a Port Authority, or Water and Sewer District, explain why the special purpose unit of government is the better qualified agency, rather than the general unit of local government, to apply for and administer the proposed project.

N/A

Section A – GENERAL – Continued

6a. The project is [ ], is not [X] located in an area designated by the U.S. Department of Housing and Urban Development as an area having special flood hazards under the Flood Disaster Protection Act of 1973 (P.L. 93-234).

b. The area in which the project is located has [X] has not [ ] been identified by the U.S. Department of Housing and Urban Development as one in which the sale of flood insurance has been made available under the National Flood Insurance Act of 1968. (42 U.S.C. 4001).

7. Does project extend beyond the boundaries of applicant's jurisdictional area?

[ ] Yes -- *Comments must be obtained from the appropriate government authorities of each jurisdictional area, or from the appropriate governmental unit having authority over the entire project area. Attach as Exhibit II-A-7.*

[X] No

8. Attach as Exhibit II-A 8 a certification from the properly authorized official of the Federal Agency or State or local government within which the project is located. that no funds budgeted and available or otherwise specifically committed for the project applied for in this application shall be reduced, diminished, or replaced by funds requested in this application.

Section B – ENGINEERING INFORMATION

1. Complete, and attach as Exhibits II-B-1a and 1b, the following:

Applicant's Certificate for Contract Construction. (Exhibit II-B-1a)
A/E's Certificate for Contract Construction. (Exhibit II-B-1b)

2. Architect Engineer or Project Designer

Name Oregon Department of Transportation (Applicant)

Address (include ZIP code) Transportation Bldg., Salem, OR 97310

Telephone Area Code 503 Number 378-6563

Attach a copy of the agreement between the applicant and A/E, and identify as Exhibit II-B-2.

3. Attach and identify as Exhibit II-B 3 a copy of the Architect Engineer Report on the proposed project.

4. Attach and identify as Exhibit II B 4 an opinion from acceptable Title Counsel describing the interest applicant/operator has in the site and certifying that the estate or interest is legal and valid.

Section C – CIVIL RIGHTS INFORMATION

1. In the previous two years, has the applicant:

(a) been involved in any lawsuit alleging discrimination because of race, color, sex or national origin;

(b) had any administrative complaints filed against the applicant alleging discrimination because of race, color, sex or national origin; or

(c) undergone any Civil Rights Compliance reviews?

[X] Yes - *Attach a brief narrative description of the action and its outcome or resolution. Include the identities of the entities (e.g. individual government bureau) involved. Identify as Exhibit II-C-1.*

[ ] No

2. Submit a copy of the most current Form EEO 4, "State and Local Government Report." If the applicant employs over 1000 persons or does not have an EEO-4, a Form ED 612, "Assurance of Job Opportunities for the Unemployed", may be used to reflect the applicant's total current employment. Identify as Exhibit II-C-2.

NA

Part III
PROJECT BUDGET INFORMATION

Section A – GENERAL

Type of LPW Grant Requested: *(Check one)*

1. [X] 100% Grant for new project.
2. [ ] Supplementary Grant to increase Federal Contribution to Approved Federal Agency Project.
3. [ ] Supplementary Grant to provide all or part of the State or local share (but not both) of an approved State or local public works project.

See instructions for required Exhibit III-A-1, III-A-2 or III-A-3.

N/A

Section B – CALCULATION OF LPW GRANT BUDGET

Cost classification (a)		Total amount required *(Present estimate)* (b)
1. Administration Expenses		$
2. Architectural Engineering		
3. Other Architectural Engineering Fees		
4. Project Inspection Fees		
5. Relocation Expenses		
6. Relocation Payments to Individuals and Businesses		
7. Demolition and Removal a. Labor		
b. Non-labor		
c. TOTAL		$
8. Construction and Project Improvement a. Labor		
b. Non-labor		
c. TOTAL		$
9. Equipment		
10. TOTAL *(Lines 1 thru 9)*		$
11. Add: Contingencies		
12. TOTAL Project Amount		$
13. Federal Share Requested in Line 12 (LPW)		
14. Other Shares (State, Local, Federal) a. State		
b. Other Local/Federal *(Identify under "Remarks" below)*		
c. TOTAL Other Shares		$
15. TOTAL Project *(Lines 13 and 14c)*		

Section C – REMARKS

N/A

Note: Federal Management Circular 74-7, Exhibit M-4 (modified)

Part IV
PROJECT NARRATIVE

Section A – PROJECT DESCRIPTION

1. **Physical Description of Project – Identify** the major elements of the project and indicate type of work being performed such as new construction, demolition, renovation, repair or improvements. When identifying major project elements, list in order of importance, with the major project element representing the largest fraction of the total cost of the project listed first.

This project consists of bridge structure replacement with appropriate roadway connection.

Major Elements: a- Concrete structure

b- Roadway surfacing and earthwork

2. **Program Description of Project – Describe** the objectives of the public works project for which the LPW grant is being requested and include any long-term benefits that may accrue to the community.

This project will replace a structurally deficient and obsolete bridge which is posted for an eight ton load limit. The present structure services the timber industry and recreational travel. The new bridge will open up timber areas not accessible by the existing structure and will promote the safety and well being of the traveling public.

3. **Project Area – Define** the project area; include the appropriate boundaries and/or jurisdiction. The project area definition must be identical with that upon which the project area's unemployment was based *(See IV. B. 1).*

NA

NA **Section B – PROJECT IMPACT**

1. Attach Exhibit IV-B-1, "Request for Eligibility", to establish basis for the project area's priority. NA

2. If the project area is a community or neighborhood within a local jurisdiction, describe how the project directly benefits, or provides employment for unemployed persons who are residents of the community or neighborhood for which the unemployment data was supplied.

NA

3. Describe expected impact of construction of this project on unemployment in the project area.

NA

Section C – APPLICANT'S ESTIMATE OF CONSTRUCTION JOB OPPORTUNITIES CREATED BY THIS PROJECT

Job or job skills	Total projected number of employees	Estimated number of person-months of employment
Skilled labor	8	55
Unskilled labor	2	14
Other	1	8
TOTAL	11	77

NA

Section B – PROJECT IMPACT

1. Attach Exhibit IV-B-1, "Request for Eligibility", to establish basis for the project area's priority. NA

2. If the project area is a community or neighborhood within a local jurisdiction, describe how the project directly benefits, or provides employment for unemployed persons who are residents of the community or neighborhood for which the unemployment data was supplied.

NA

3. Describe expected impact of construction of this project on unemployment in the project area.

NA

Section C – APPLICANT'S ESTIMATE OF CONSTRUCTION JOB OPPORTUNITIES CREATED BY THIS PROJECT

Job or job skills	Total projected number of employees	Estimated number of person-months of employment
Skilled labor	8	55
Unskilled labor	2	14
Other	1	8
TOTAL	11	77

Part V
ENVIRONMENTAL DATA

A. Has a Federal, State, or Local Environmental Impact Statement or Analysis been prepared for this project?

[X] Yes – *Attach a copy of that document as Exhibit V-A. Compare this document with the information requested in the instructions to be sure that every point is covered, and correct any deficiencies.*

[ ] No – *Provide detailed environmental information requested in the instructions for Part V. Attach as Exhibit V-A.*

B. If the State Historic Preservation Officer (SHPO) has reviewed and commented on this project proposal, attach a copy of these comments as Exhibit V-B.

If not, the applicant must provide the SHPO with a detailed project description (such as the A/E Report) and request comments which must be submitted to the appropriate EDA Regional Office.

Date on which the SHPO was notified: ***NOTE: This date must be prior to submission of the application to EDA.*** → Date: 6-30-77

C. Will any of the following items be affected by the proposed project? (Answer for all areas that are directly affected or adjacent to affected property). *–Check appropriate box for every item of the following checklists:*

Yes	No	Unknown	1. Land Use
[ ]	[X]	[ ]	Wildnerness (designated or proposed under the Wildnerness Act)
[ ]	[X]	[ ]	Open Spaces
[ ]	[X]	[ ]	Forests
[ ]	[X]	[ ]	Grazing
[ ]	[X]	[ ]	Agricultural
[ ]	[X]	[ ]	Residential
[ ]	[X]	[ ]	Commercial
[ ]	[X]	[ ]	Industrial
[ ]	[X]	[ ]	Mining, Quarrying
[ ]	[X]	[ ]	Recreational
[X]	[ ]	[ ]	Transportation
[ ]	[X]	[ ]	Parks
[ ]	[X]	[ ]	Hospitals
[ ]	[X]	[ ]	Schools
[ ]	[ ]	[X]	Historical, Archeological Sites (Listed on the National Register of Historic Places or which may be eligible for listing)

Yes	No	Unknown	2. Critical Resources
[ ]	[X]	[ ]	Shoreline
[ ]	[X]	[ ]	Beaches
[ ]	[X]	[ ]	Dunes
[ ]	[X]	[ ]	Steep Slopes
[ ]	[X]	[ ]	Aquifer Recharge Area
[ ]	[X]	[ ]	Wildlife Refuge
[ ]	[X]	[ ]	Estuary
[ ]	[X]	[ ]	Wetlands
[ ]	[X]	[ ]	Floodplain
[ ]	[X]	[ ]	Critical Habitats (or endangered/threatened species)
[ ]	[X]	[ ]	Wild or scenic river (proposed or designated under the Wild and Scenic Rivers Act)

D. Are any facilities under your ownership, lease, or supervision to be utilized in the accomplishment of this project, either listed or under consideration for listing on the Environmental Protection Agency's List of Violating Facilities?

[ ] Yes

[X] No

Part VI

ASSURANCES

The applicant hereby assures and certifies that it shall comply with the regulations, policies, guidelines and requirements, including Office of Management and Budget Circular No. A-95, and Federal Management Circulars 74-4 and 74-7, as they relate to the application, acceptance and use of Federal funds for this federally-assisted project. Also, the applicant gives assurance and certifies with respect to the grant that:

1. It possesses legal authority to apply for the grant, and to finance and construct the proposed facilities; that a resolution, motion or similar action has been duly adopted or passed as an official act of the applicant's governing body, authorizing the filing of the application, including all understandings and assurances contained therein, and directing and authorizing the person identified as the official representative of the applicant to act in connection with the application and to provide such additional information as may be required.

2. It shall comply with the provisions of: Executive Order (E.O.) 11296, relating to evaluation of flood hazards, and E.O. 11288, relating to the prevention, control, and abatement of water pollution.

3. If the requested financial assistance is for a supplementary grant to another Federal Agency, the other Federal Agency's financial assistance has been approved and is immediately available and sufficient funds shall be available when construction is completed to assure effective operation and maintenance of the facility for the purposes constructed.

4. It shall submit to the appropriate Federal agency for prior approval changes that alter the costs of the project, use of space, or functional layout; that it shall not enter into a construction contract(s) for the project or undertake other activities until the conditions of the construction grant program(s) has (have) been met.

5. It shall provide and maintain competent and adequate architectural engineering supervision and inspection at the construction site to insure that the completed work conforms with the approved plans and specifications, that it shall furnish progress reports and such other information as the Federal grantor agency may require.

6. It shall operate and maintain the facility in accordance with the minimum standards as may be required or prescribed by the applicable Federal, State and local agencies as to the maintenance and operation of such facilities.

7. It shall give the grantor agency and the Comptroller General through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the grant, for the entire time period beginning with project approval and ending three years after the final disbursement of grant funds.

8. It shall require the facility to be designed to comply with the "American Standard Specifications for Making Buildings and Facilities Accessible to, and Usable by, the Physically Handicapped," Number A117.1-1961, as modified (41 CFR 101-17.703) and 13 CFR 309.14. The applicant shall be responsible for conducting inspections to insure compliance with these specifications by the contractor.

9. It shall cause on-site labor on the project to begin within 90 days after receipt of notification from the approving Federal agency that funds have been approved and that the project will be prosecuted to completion with reasonable diligence. It further understands that after approval of the project the Government can, at its option, cancel its obligation to provide funds for the project if the applicant is unable for any reason to cause on-site labor on the project to begin within the 90-day period.

10. Construction of the project has not started.

11. It assures that as a Recipient receiving Federal financial assistance from the Economic Development Administration, it shall comply with Title VI and Title VII of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d et seq.); E.O. 11246 as amended by E.O. 11375; the requirements imposed by or pursuant to Regulations, issued for the Department of Commerce and designated as 15 CFR Subtitle A, Part 8; Section 110, P.L. 94-369; and any amendments thereto.

12. It shall establish safeguards to prohibit employees from using their positions for a purpose that is, or gives the appearance of being motivated by a desire for private gain for themselves or others, particularly those with whom they have family, business, or other ties.

13. It shall comply with the requirements of Title III of the Uniform Relocation Assistance and Real Property Acquisitions Act of 1970 (P.L. 91-646), 42 U.S.C. 4601 et seq. and 13 CFR Part 310, which provides for fair and equitable treatment of persons displaced as a result of Federal and federally assisted programs.

14. It shall comply with the provisions of the Hatch Act which limit the political activity of employees.

15. It shall comply with the minimum wage and maximum hours provisions of the Federal Fair Labor Standards Act, as they apply to hospital and educational institution employees of State and local governments.

16. It shall comply with provisions of the Davis-Bacon Act, as amended (40 U.S.C. 276a-276a-5). Such provisions include the payment of prevailing wage rates of the area as determined by the Secretary of Labor, to laborers and mechanics employed by contractors and subcontractors for all construction undertaken in connection with this project.

17. It agrees in the event this application is deemed approved by operation of law, pursuant to Section 107 of P.L. 94-369, it shall be bound by the Standard Terms and Conditions used in the Grant Agreements for the Local Public Works program and such other requirements as EDA may reasonably impose.

18. In accord with these assurances and without limiting the above, it agrees that these assurances shall be binding upon them, their grantees, assignees, transferees, lessees, and successors in interest. These assurances shall also be binding through every modification or amendment to the project.

ODOT B-5

EXHIBIT II-A-8

I hereby certify that there are no funds budgeted and available or otherwise specifically committed for ODOT Project B-5 applied for in this application.

D. H. Moehring
Project Management Engineer
Oregon Department of Transportation

6-21-77
Date

ODOT B- 5

EXHIBIT II-B-1a

APPLICANT'S CERTIFICATE FOR CONTRACT CONSTRUCTION

I, D. H. Moehring the Authorized Representative of the Applicant for Project Number ODOT B-5 located at North Powder River Bridge, Haines-Anthony Highway have reviewed the attached Exhibit II-B-1b, Architect/Engineer's Certificate for Contract Construction and certify that all statements made therein are true and correct to the best of my knowledge and find no impediment to having on-site labor for this project starting within 90 days of EDA approval.

Yes	No	
☒ *	☐	The fees proposed to be paid to the Architect/Engineer (A/E) for services including basic services, reimbursable expenses, additional services and inspection services (if applicable) are equal to or less than prevailing fees for like services in the project area. *Applicant is Architect/Engineer with personnel on ODOT payroll.

I further certify to the following:

The project design was done or is being done by:

Oregon Department of Transportation (Applicant)
(Name of Architect/Engineer)

Check the boxes below to indicate compliance has been or shall be achieved:

☒ The project administration shall conform to all Federal requirements as prescribed by EDA.

☒ The approval of EDA in writing shall be secured if all construction contracts are not to be awarded at the same time.

☒ The approval of EDA in writing shall be secured to include into the project the cost for any capital equipment secured by the Grantee outside the construction contract, all subject to prior approval of A/E.

N/A ☐ Bonding of the fiscal agent of the Indian Tribe is in accordance with requirements prescribed by EDA.

☒ A written report on project progress shall be submitted in accordance with EDA instructions. The person responsible for this function is C.T.Keasey, Cont. Engineer, whose telephone number is (503)378-6318.

☒ No line item in the project budget as approved by EDA shall be exceeded without EDA approval.

☒ A copy of the official minutes of the bid opening including a tabulation of bids received shall be furnished to EDA.

☒ It is understood that any excess of bid price over the construction line item in the EDA approved project budget shall be the Grantee's responsibility to fund.

☒ It is understood that disbursement of EDA grant funds will not normally be made until after all construction contracts are awarded.

☒ The inspector for the construction or other work ~~has~~ (has not) been selected. His/her name is Not available. He/She (does) (does not) work for the Architect/Engineer. A qualified ODOT Resident Engineer will be assigned to the project.

☒ It is understood that the Grantee will arrange for an independent audit of all project costs in accordance with Department of Commerce regulations, Administrative Order DAO-213-4.

D. H. Moehring

Signature (Authorized Representative of the Applicant) D. H. Moehring

7/1/77
(Date)

FORM ED-101LPW (8-76)

USCOMM-DC 18696-P76

ODOT B-5

EXHIBIT II-B-1b

ARCHITECT/ENGINEER'S CERTIFICATE FOR CONTRACT CONSTRUCTION

A. I, E. S. Hunter
representative of the ~~Architect/Engineer/Applicant~~ Oregon Department of Transportation (Applicant) authorized certify that in my professional judgment the following plans and specifications are adequate, suitable for, and in conformity with the project contemplated in the application and are sufficient to allow on-site labor to begin within 90 days of EDA's approval of the project and comply with applicable State and local laws, ordinances, and regulations pertaining to standards of construction and safety except that all items with a check in the "No" box shall be completed as above within 48 days. A sheet has been attached giving contemplated actions to change any "No" item to "Yes" which shall include percentage of design completed for each design component listed below:
(Check applicable box)

Yes	No	Not Applicable		Sheets Numbered
☒	☐	☐	Site Plan	1
☐	☐	☒	Architectural Plans	
☒	☐	☐	Structural Plans	2-4
☐	☐	☒	Mechanical Plans	
☐	☐	☒	Electrical Plans	
☒	☐	☐	Civil Plans	2-6
☐	☐	☒	H. V. A. C. Plans	
☐	☐	☒	Equipment Plans	
☐	☒	☐	Proposed Advertisement for Bids	1
☒	☐	☐	Information for Bidders	9
☐	☒	☐	Bid Forms	3
☒	☐	☐	Bid Bond Format	3
☒	☐	☐	Performance Bond Format	1
☒	☐	☐	Payment Bond Format	1
☒	☐	☐	Blank Forms for Certifications of Contractors and Subcontractors Regarding Equal Employment Opportunity	6
☒	☐	☐	General Conditions to the Construction Contract	1
☒	☐	☐	Supplementary General Conditions, if applicable	64
☐	☒	☐	Special Conditions	30
☐	☐	☒	Technical Specifications	
☐	☐	☒	Bid Conditions from the Applicable Plan when the Project is in an Area Covered by an OFCC imposed Equal Employment Opportunity Plan	

B. I certify that the proposed project design complies with requirements as prescribed by EDA.

C. I further certify that the final plans and specifications (~~have been~~)(shall be) reviewed and approved by all required Federal, State and local reviewing authorities and that all permits, licenses, etc., necessary for construction of the project have been secured except for (indicate the missing approval, permit, license, etc., and action contemplated to secure it (them) with the anticipated date – attach separate sheet if more space is needed):

State of Oregon, Division of State Lands Removal/Fill Permit will be secured by 8-15-77.

U.S. Army Corps of Engineers' Section 404 Permit will be secured by 8-1-77.

NA* D. I further certify that the Architect/Engineer agreement with the Applicant calls for the Architect/Engineer to: *(Check applicable box)*

* Applicant as Architect/Engineer shall perform items.

Yes	No	
☐	☐	1. Provide surveillance of project construction to assure compliance with plans, specifications, and all other contract documents. Requirements for construction inspection services should be clearly defined and a limit be placed on the amount the Applicant is required to pay for such services.
☐	☐	2. Supervise any required subsurface explorations to determine amounts of rock excavation or foundation conditions such as borings, soil tests, and the like, no matter whether they are performed by the Architect/Engineer or by others paid by the Applicant.
☐	☐	3. Prepare and submit proposed contract change orders when applicable. There shall be no charge to the Applicant when the change order is required to correct errors or omissions by the Architect/Engineer.
☐	☐	4. Submit a monthly report to the Applicant and a copy of the report to the applicable EDA Regional Office covering the general progress of the job and describing any problems or factors contributing to delay.
☐	☐	5. Review and approve the contractor's schedule of amounts for contract payment.
☐	☐	6. Certify partial payments to contractors.
☐	☐	7. Prepare "as-built" drawings after completion of the project. One copy shall be furnished to the EDA Regional Office within 60 days after all construction has been completed and the final inspection has been performed.
☐	☐	8. Review and approve Contractor's submission of samples and shop drawings, where applicable.
☐	☐	9. Perform a prefinal inspection of the completed construction and as a result prepare a punch list of items to be corrected (if applicable).
☐	☐	10. Perform a final acceptance inspection and advise the Applicant whether or not to accept the work as performed by the contractor and his/her subcontractors.

E. I certify that the advertisement for bidders will be placed in the following publications and 14 days will be allowed for submission of bids:

Daily Journal of Commerce, 2014 NW 24th Street, Portland, OR 97210

EXHIBIT II-B-1b

F. I will attend all Bid Openings for the project and:

1. Tabulate the bids.
2. Make a recommendation as to the award.
3. Review the qualifications of the lowest responsive bidder and give a written opinion to the Applicant on the ability of the bidder to construction of the project or do the other work called for in the contract.

E S Hunter — 6-29-77

Signature of Authorized Representative of the Architect/Engineer — Date

E. S. Hunter

Technical Services Engineer
Title

Oregon Department of Transportation (Applicant) — Salem, OR
Firm Name — Location

Item	% Complete	Time to Complete
Proposed Ad for Bids	0	48 days after approval
Bid Forms	0	48 days after approval
Special Conditions	0	48 days after approval

Department of Transportation
State of Oregon
State Highway Division

Engineer's Report

North Powder River Bridge Section
M.P. 2.61
Haines-Anthony Highway
Baker County
June 1977

(a) Project Description

The project is located 20 miles northwest of the city of Baker. The existing facility consists of a section having two travel lanes. The purpose is to replace a structurally deficient bridge.

Portland cement concrete has been selected for material on the basis of economy and compatibility with the present facility. Geometrics for the project are based on tolerable conditions for mobility and safety for expected traffic during the next fifteen/twenty years. Structure and approach widths have been determined from tolerable conditions and existing widths on adjacent sections of roadway. Examination of the present bridge indicates replacement is warranted.

The project is not within a flood plain and no long-term effects will be associated with this structure replacement project. Sufficient right of way is available. Materials will be obtained from commercial sources.

(b) Plans

A site plan and a plot plan are attached.

(c) Construction Cost Estimate

A detailed construction cost estimate is attached.

(d) Construction Schedule

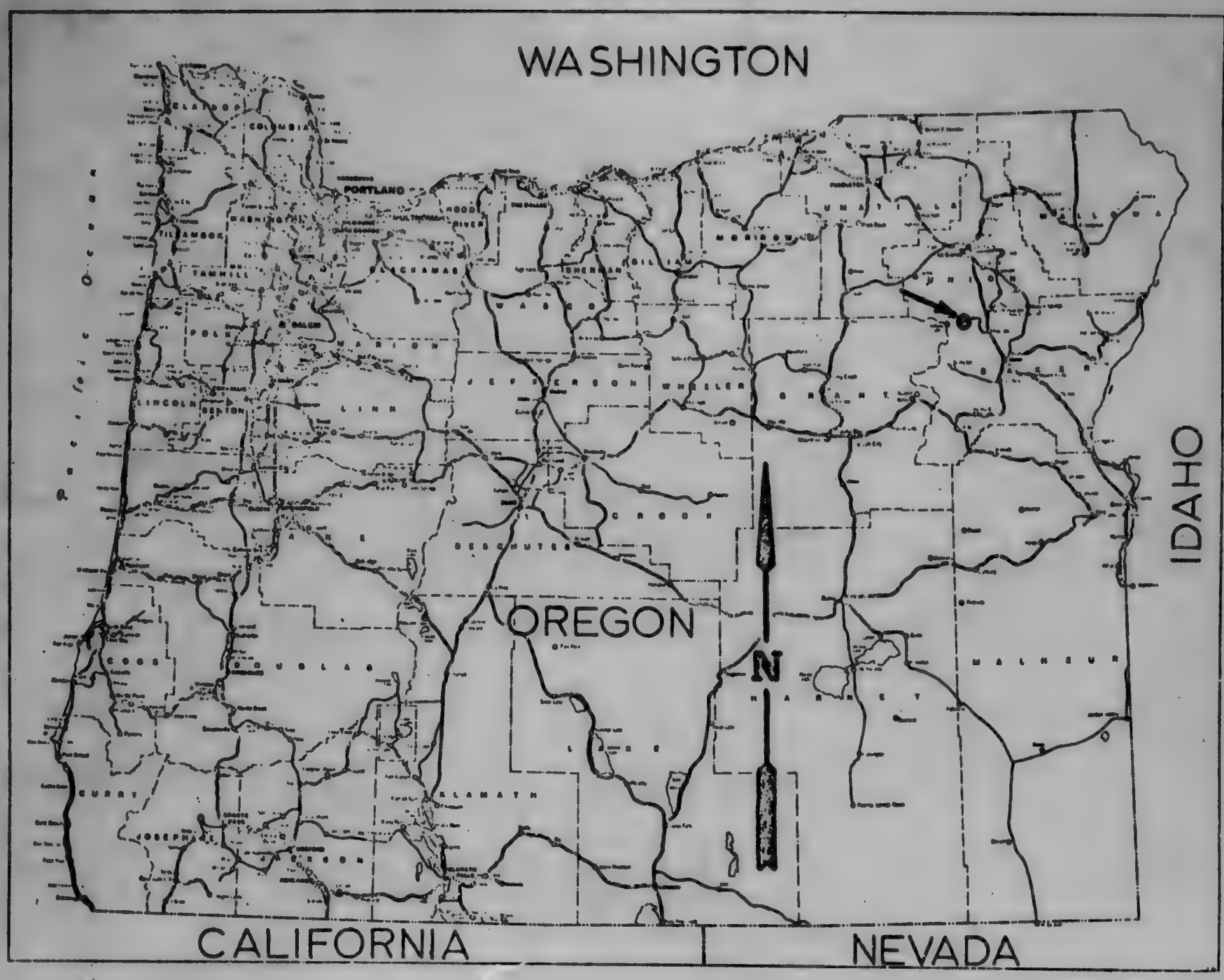
The estimated construction time of the project is seven months. The contract should be awarded soon to take advantage of low water conditions.

(e) Additional Information

The Haines-Anthony Highway is a major collector connecting the city of Baker and forest related and recreational activities. The current average daily traffic ranges from 150 to 500. Normal growth factors for traffic would not extend these figures beyond the capacity of the highway during the expected service life of the project. Limitations on funding have prevented timely reconstruction of many Oregon highways; consequently, many sections are beyond their expected service life. Serious distress is apparent in many sections of pavement and numerous bridge structures. These deficiencies cannot be corrected by major reconstruction because of limitations on available federal and state funding. This problem is not merely statewide but national in scope.

In recognition of this problem, the U.S. Department of Transportation, through the Federal Highway Administration, has authorized use of Federal Highway Trust Funds for resurfacing, restoring and rehabilitating highways. Oregon is undertaking a major effort to restore these sections of highway under that program. This project is in furtherance of that policy established by the Federal government and by the state of Oregon.

EXHIBIT 11 - B - 3
Sheet 3 of 6



PLOT PLAN

ODOT # B-5
North Powder River Bridge
Haines-Anthony Highway
Baker County

EXHIBIT II - B - 3
Sheet 4 of 6

SITE PLAN
ODOT # B-5
North Powder River Bridge
Haines-Anthony Highway
Baker County

Exhibit II-B-3
O.D.O.T. B-5

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

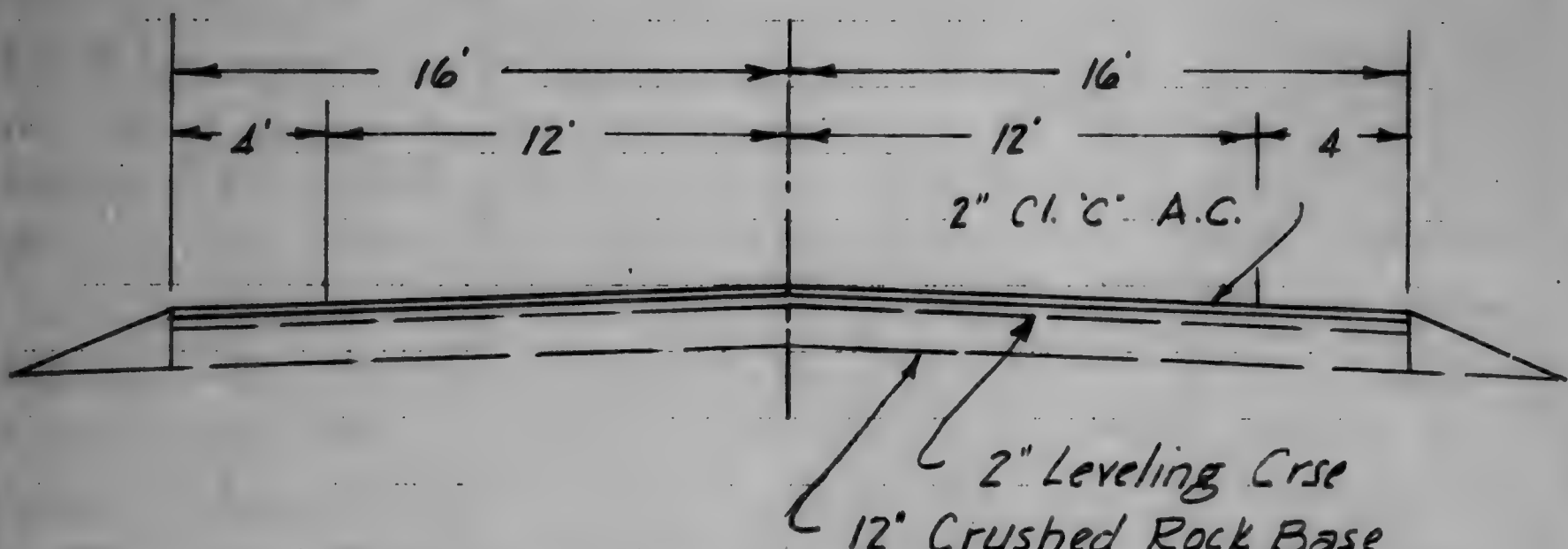
Sheet 5 of 6 Sh

Section North Powder River Bridge Unit
Highway Haines-Anthony County Baker Prefix
Length Designer Draftsman Date 6-23-77

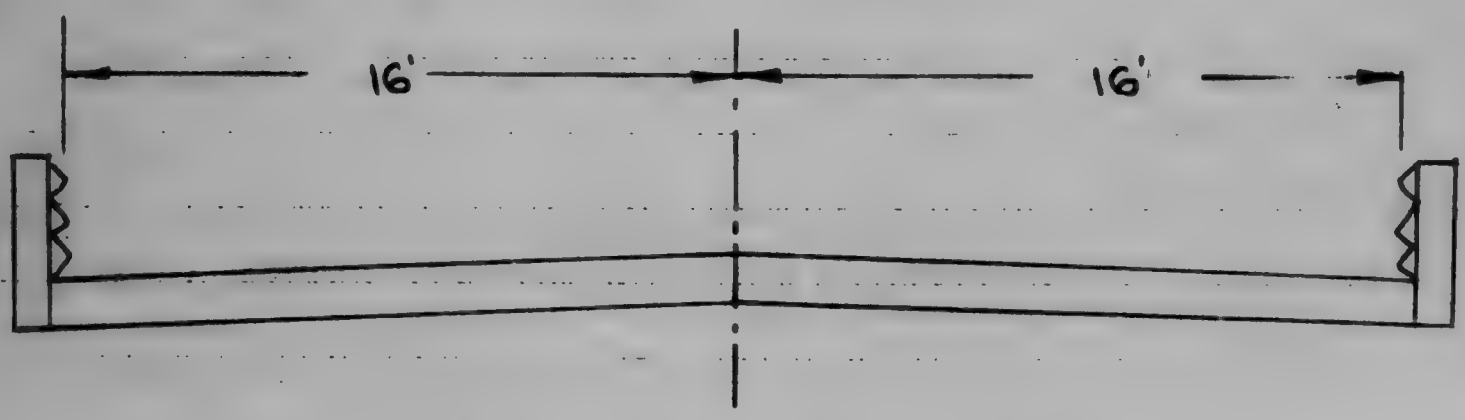
Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Mobilization	Lump Sum					5.018
Temp. Prot. & Dir. of Traffic	"					1.000
Emb in Place	C.Y.			5.000	3.00	15.000
Guard Rail Type 2-A	L.F.			100	10.-	1.000
" " Anchors	Ea.			4	300.-	1.200
" " End Pieces	Ea.			4	125.-	500
Cl. "A" Conc in Box Culv.	C.Y.			45	150.-	6750
Reinf Steel " "	lbs.			8150	0.40	3.260
Aggregate Base	Ton			2270	5.50	12,485
Leveling Crse	Ton			302	5.75	1737
Watering	M. Gal			150	8.-	1200
Prime Coat Aggr.	C.Y.			30	12.-	360
" " Asphalt	Ton			5	130.-	650
Rip-Rap Class 2.000	C.Y.			200	20.-	4.000
Cl. "C" Asph. Conc	Ton			400	15.-	6.000
Asphalt in Mix	Ton			26	90.-	2340
			Subtotal			62.500
		+	20% E and C.			12.500
			Grade and Pave			75.000
32' x 64'		Conc. Structure				90.000
						$165,000

Exhibit II-B-3
O.D.O.T. B-5
Sheet 6 of 6



ROADWAY SECTION



BRIDGE SECTION

TYPICAL SECTIONS

ODOT # B-5
North Powder River Bridge
Haines-Anthony Highway
Baker County

DEPARTMENT OF JUSTICE

ODOT B-5
North Powder River Bridge
Haines-Anthony Highway
Baker County

EXHIBIT II-B-4

I hereby certify that ODOT has either fee title, permanent easements or the necessary legal interests in and to the property on which the bridge will be constructed under ODOT Project B-5 applied for in this application. Other rights required for the construction of said bridge, rights of entry if necessary, will be acquired before the letting of the construction contracts for said bridge.

James L. Sellis — 6-28-77

Jack Sellis
Assistant Attorney General and Counsel

Date

3. The Respondent agrees to utilize the Technical Assistance section of the Civil Rights Division of the Bureau of Labor. Personnel Division of the Executive Department, and other State of Oregon resources as Respondent sees fit to utilize in the establishment of the selection procedure mentioned in paragraph No. 2 above.
4. The Respondent agrees that all supervisory personnel will extend their EEO and AA training to all personnel, under their supervisors involved in its recruitment, selection and hiring procedures.

The Respondent agrees that the Bureau may review compliance with this Agreement for a period of two (2) years from the date of execution of this Agreement.

It is understood taht execution of this Agreement does not constitute an admission by the Respondent of any violation of Oregon Civil Rights law.

Leron Trahan (BL) (race/color), resigned from the Division July 15, 1975, and filed a complaint with the Oregon Bureau of Labor, Civil Rights Division, July 23, 1975 alleging discrimination because of race. There has been no decision on the case by the Bureau to date.

Gary Harris (BL) (race/color), an applicant filed a complaint with the Oregon Bureau of Labor, Civil Rights Division, September 4, 1975 alleging discrimination in the employment process by not being selected by the Division for employment. There has been no decision on the case by the Bureau to date.

John D. Thim (WH) (race/color), case number F-FEP-RD-75-1611 filed a complaint with the Oregon Bureau of Labor, Civil Rights Division, March 4, 1975, alleging discrimination in the employment process for not being permitted to file an application for employment with the State Highway Division.

On August 12, 1975, a Notice of Determination was sent to the Department, advising that after thorough investigation and review of the case, it was determined that substantial evidence has been found to support the allegation of the complaint of discrimination.

On June 11, 1976, a letter was written by the conciliator for the Bureau of Labor, Civil Rights Division, asking the Department to consider the following for conciliation:

1. Respondent awards $100.00 to Complainant.
2. Complaintant accepts $100.00 from Respondent as settlement in full of the allegations contained in his complaint,
3. Respondent agrees to cease any practice of unequal job opportunity in its application procedure.
4. Respondent agrees to train all personnel involved in hiring process in EEO and Affirmative Action procedure, principles, etc,
5. Respondent agrees to allow review of its procedures of hiring by the Civil Rights Division for a period of two years.

June 22, 1976, the Department responded to the terms that were proposed for agreements and conciliation as follows below:

1. As the Highway Division did not in fact hire anybody until after the respondent had had an opportunity to submit an application, we do not feel that any monitory consideration is due the respondent.
2. N/A
3. Although the respondent alleged that he was informed that only applications of minorities were being accepted, the Highway Division does not concur that information was in fact given to him. The Highway Division did offer the respondent an application of employment two days later which he refused to accept. The Highway Division does not feel that it has been engaging in any practice of unequal job opportunity in its employment practices.
4. The training of all personnel involved in the hiring process in EEO and Affirmative Action procedures, principles, etc., is in agreement with our past and present plans for the Department.
5. If you deem it necessary, the Highway Division has no objections to the Civil Rights Division reviewing its procedures in hiring.

On July 27, 1976, the Department signed a Bureau of Labor form agreeing to the following:

1. The Respondent agrees not to make distinctions regarding race and color in the taking of applications for employment considerations.
2. The Respondent agrees to establish an agency procedure for the selection of unskilled and semi-skilled workers, as provided by ORS 240.390, that will insure equal opportunity in employment and employment opportunities.

ODOT B-5

ODOT
EXHIBIT II C-1

United States District Court for the District of Oregon, Case No. 76-736 entitled Eugene Jackson, et al, plaintiffs, and William T. Coleman, et al, defendants, is a case alleging discrimination because of race.

The complaint and summons were served on the United States Attorney on August 23, 1976, and on state officials, September 1, 1976.

The parties to the lawsuit are:

Plaintiffs: Eugene Jackson, individually and as Executive Director of Northwest Minority Contractors Association, Inc., a non-profit Oregon corporation;

Wendell E. Brown, dba Mustang Building Co.;

Carl Brewster, dba Accent Carpet Service;

Baldwin Sanitary Service, Inc., an Oregon corporation;

Pacific Landscape Contractors Ltd., an Oregon corporation;

Martinairs General Construction Company, Inc., an Oregon corporation;

Ernest Reves, dba Cascade Roofing and Asphalt Co.;

Edwin L. Wilson, D. Harrison, B. McKinney and Willard Harris.

Defendants: William T. Coleman, individually and as United States Secretary of Transportation;

The United States Department of Transportation;

Norman T. Tiemann, individually and as Federal Highway Administrator;

L. E. Lybecker, individually and as the Regional Construction and Maintenance Director;

G. L. Green, individually and as the Oregon Division Administrator;

0001 B-5 EXHIBIT 11-C-1

Defendants Continued:

Ellis Casson, individually and as Region 10, Civil Rights Director;

Robert A. Burco, individually and as the Oregon State Department of Transportation Director;

F. B. Klaboe, individually and as Chief of Operations for the Oregon State Department of Transportation;

H. S. Coulter, individually and as State Highway Engineer.

The complaint is for equitable and declaratory relief and damages. The plaintiffs claim that their action "is brought to enforce rights secured by Executive Order 11625 and implementing regulations 41 CFR §§ 1 - 1.13 et seq and under 5 USC §701 et seq and 23 USC §140b and implementing regulations and under 42 USC §1981, 1983 and 1985(3) and §2000(d)."

The plaintiffs, who are minority contractors in the State of Oregon, are challenging certain actions taken by the officials of the United States, Department of Transportation and the Oregon Department of Transportation in the award of supportive service contracts in the State of Oregon during the calandar year 1976. They claim that the State of Oregon and the State Department of Transportation allowed $22,000 of discretionary funds available to the State of Oregon for fiscal 1976 to revert to the federal government--that this was a violation of their rights under Executive Order 11625. The plaintiffs also allege that the defendants have failed to enforce certain terms of the supportive services funds regulations, thus denying them the protection of local and state laws and federal laws regarding racial discrimination.

The case was set for hearing on the plaintiffs' motion for preliminary injunction before the United States District Court for the District of Oregon on September 17, 1976. Counsel for the State defendant and counsel for the Federal defendants met with counsel for the plaintiffs prior to that hearing. The counsel for the plaintiffs agreed to withdraw his motion for preliminary injunction in return for the agreement of the counsel for the defendants that no further ~~funds~~ contracts would be awarded for supportive services without previous notification to the court and without opportunity for the plaintiff Eugene Jackson to bid on the contracts. The case is presently set for the call calendar in United States District Court for the District of Oregon for November 15, 1976, at 3:00 p.m. It should be noted that Eugene Jackson previously filed a grievance with the United States Department of Transportation. The grievance was investigated by a field review

on June 7, 8 and 9, 1976, by George W. Krynitsky of the Construction and Maintenance Division, Office of Highway Administration, and John Y. Yoshino, Office of Civil Rights of the Department of Highway Administration. Their report dated June 25, 1976, to Mr. Al T. Lamm, Executive Director, from Mr. Krynitsky and Mr. Yoshino, detailed the investigation. This is an investigation into the same facts alleged in the complaint of Mr. Eugene Jackson in the above-entitled judicial proceedings. Page 4 of their report lists the investigators as stating:

> "Both the state and our field offices are considered to have acted in a responsible manner within the purview of their authority and approving and proceeding with the sole source procurement of the asphalt wreckers contract. We see no violation of any federal or state laws, regulations or orders in this case."

V-A B-5

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date June 30, 1977

Section North Powder River Bridge — Unit (if appl) _____

County Baker — City _____

Highway Haines-Anthony Lake — State Hwy. No. 411

Termini: M.P.(if appl) 2.61 — Length _____

Region 5 — Construction Estimate _____ Program Amount

B. Purpose of Project:

To reconstruct an old bridge which is not strong enough to support modern heavy trucks.

C. Origin & History of Project:

Because of a proposed nearby dam project, a portion of this highway is to be relocated. The bridge needs to be either strengthened or reconstructed for upcoming logging operations, which would occur in conjunction with the dam project.

D. General Description of Project:

A new bridge would be constructed several hundred yards upstream from the existing bridge. Relocating the highway around the proposed dam is not part of this bridge replacement project. The new bridge would be on a compatible alignment with the relocated highway.

Alignment: New XX Existing _____ Combined _____

Typical Section: Existing: No. Lanes 2; Med. ____; Shldrs. ____; Parking ____

Proposed: No. Lanes ____; Med. ____; Shldrs. ____; Parking ____

Traffic: Existing Facility: Existing ADT ____; Projected ADT ____; Yr. ____

Existing Level of Service _____

Proposed Facility: Projected ADT _____; Yr. _____

Projected Level of Service _____

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels_____

Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any:

A commercial materials source would be used.

Type of Structure(s):

One 65-foot clear span structure over the North Powder River is proposed.

Brief Description of River or Stream and Type of Involvement, if any:

The North Powder River at the present bridge site has an average low water flow of 73 cfs and a monthly maximum of about 350 cfs during May. The water is used extensively for irrigation and recreation. The proposal includes constructing a new bridge upstream from the existing bridge, and a 320 foot channel change.

Local City, County or COG priorities of project:

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

Other Descriptive Information or Comments:

The new bridge would have a load limit sufficient to allow logging trucks to pass.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The present bridge spans the North Powder River at an elevation of about 4,000 feet msl. The project is situated where the river emerges from the Elkhorn Range of the Blue Mountains. The relatively level bench land of the Baker Valley lies immediately east of the bridge. Westward, Highway 411 begins its steep ascent to the Anthony Lakes Recreation Area, some 15 miles distance. The bridge is essentially located at the beginning of a coniferous forest composed of pine, tamarack (larch), Douglas and true firs. Large black cottonwoods are the predominant tree at the project site. The bench lands to the east are primarily grassland and are generally utilized for the production of large herds of cattle. Cottonwood and red alder are common along the Baker Valley streams. The North Powder River is a typical N.E. Oregon mountain stream. The peak run-off coincides with snow melt (May). Irrigation needs, coupled with the diminishing flows of summer, can produce near-stagnant conditions. The average annual runoff in the North Powder watershed is 457 acre feet per square mile for an average yield of 84,100 acre feet. The North Powder River supports rainbow trout and perhaps a few eastern brook trout. Local fur bearing mammals include beaver, raccoon, marten and mink. Both deer and elk are common.

2. Cultural:

Utilities in the immediate area include power, telephone and irrigation. If the present alignment is maintained, there should be no conflict. However, any radical change in alignment must be reconsidered in view of utilities and physical damage to the environment.

The Anthony Lakes area attracts recreationists during all seasons. Although pavement ends at the ski area (about 15 miles west of the bridge site) a well maintained gravel road continues into the Malheur River drainage - also popular among recreationists. Logging operations in the Anthony Lakes area will utilize this recreation-oriented highway.

Considering the nature and location of the proposed project, noise abatement and the maintenance of air quality does not constitute a significant problem.

(#2) 8623

ODOT B-5

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

June 22, 1977

TO Executive Department
Federal Aid Coordination Unit

Blue Mountain Intergovernmental Council
Wallowa County Courthouse
Enterprise, OR 97828

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 13
Section: North Powder River Bridge
Highway: Haines-Anthony Highway
County: Baker

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be July 22, 1977.

BLG:dmc

Attachment

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
R. W. Ellison

Region Engineer: W. E. Schwartz
District Engineer: G. A. Starkey
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
JUN 22 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ODOT B-5

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-9] PNRS #	Page One

02	[12] APPLICANT: State Highway Division [45]	[46] DIVISION: Department of Transportation [79]				
03	[12] APPLICANT ADDRESS STREET: 207 Transportation Bldg. [45]	[46] CITY: Salem [60]	[76] ZIP: 97310 [80]			
04	[12] CONTACT PERSON: D. H. Moehring [45]	[46] AREA CODE: 503 [48]	[49] PHONE: 378 [55]	[56] EXTENSION: 6563 [59]		
01	[12] PROJECT TITLE: North Powder River Bridge Haines-Anthony Highway [71]					
11	[12] PROJECT LOCATION—CITY: -	PROJECT LOCATION—COUNTY: Baker	PROJECT LOCATION SEC: T: R: [79]			
05	SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK) [12] Replacement of deficient bridge over the North Powder River on the Haines-Anthony					
06	[12] Highway 12.7 miles west of Highway 30. [71]					
07	[12] [71]					
08	[12] [71]					
09	[12] [71]					
10	[12] [71]					

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	[12] (A) Grant [19]	[20] (B) Other [27]	[28] (C) State [35]	[36] (D) Local [43]	[44] (E) FUNDS [51]	[52] (F) FUNDS [60]
	80,000	-	-	-	-	80,000

13	[12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45]	[46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79]
14	[12] FEDERAL PROGRAM TITLE: Title I, Public Works Employment Act of 1977 [71]	
15	[12] FEDERAL AGENCY NAME: U.S. Dept. of Commerce [45]	[46] FEDERAL SUB-AGENCY NAME: Economic Development Administration [79]

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?			(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
Yes	No	Date:	Yes	No	Yes	No	Yes	No
[X] 29	[ ] 30	June 22, 1977	[X] 31	[ ] 32	[ ] 33	[X] 34	[ ] 35	[X] 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	July	22	1977

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☒ Yes ☐ Date:

VI. If project includes state funds (12C), identify agency None

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a Category 3 Project of nonmajor environmental impact under Oregon's Action Plan.

SITE PLAN
ODOT # B-5
North Powder River Bridge
Haines-Anthony Highway
Baker County

Form 81-724-5000 8623

SBR Baker Co Hwy 411 B-5

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section North Powder River Bridge — Date June 17, 19 77

Highway Haines-Anthony #411 — Authorization No. 1

County Baker — Survey Prefix 101-1447 (Assigned by Salem office)

Description of termini, route, length, etc.: MP 2.61

Purpose of survey:
Prepare plans, specifications and estimate for bridge replacement.

Estimate of cost:

Field	901	500
Plans	905	1,000
Bridge	906	5,000
R/W	909	300
Soils	910	1,000
Hydraulics	918	500
Proj. Mgt.	920	200
Specifications	921	500
Environmental	923	200
Found. Exploration	926	1,000

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 10,200

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

Requests made by:

W.N. Hackleman
Loc. Design Engr. — Field Engineer

Recommended for Approval:

..... Regional Engineer

Recommended for Approval:

Frank E. Ripin — Location Engineer

Approved:

H.J. Crawford — Assistant State Highway Engineer

BP*10780-734

N

A F D

8623

NOTED
H. S. COULTER

DEPARTMENT OF JUSTICE

Memorandum

TO: Scott Coulter
Assistant State Highway Engineer-Operations

DATE: 3-11-76 ~~February 10, 1976~~

FROM: Jack L. Sollis
Assistant Attorney General

SUBJECT: Revisions of Agreement with Forest Service
North Powder River Bridge - Highway 411, MP 2.16

Attached please find a copy of a letter from Walt Hart to Dave Moehring indicating that there will have to be a modification of our agreement with the Forest Service relating to the North Powder River Bridge. I am also enclosing a copy of the executed agreement and the diagrams accompanying it.

I do not know exactly who negotiated this initial agreement but somebody should notify the Forest Service that the agreement will have to be modified and indicate what the modifications are. It appears that the last paragraph of the memo from Walt Hart indicated what modifications will have to be made. I would suggest that the Bridge Department look over the existing diagrams that the Forest Service has and indicate what revisions would have to be made to those diagrams to take care of the modifications required and then I could supply the language for the amendatory agreement that would incorporate these modifications into the original agreement.

I would feel that this would probably have some urgency and would request that the diagrams be revised as quickly as possible and sent back to me so I may prepare the language for the amendatory agreement.

I would also suggest that somebody contact the Forest Service immediately, explain what the problem is and what additional work will have to be done by the Forest Service in order to use the bridge and inform them that we will be sending the necessary material to them as quickly as possible.

JLS:ch;hg
Attachments

Jack —
As per Walt Hart's 3/10/76 memo to Moehring — No amendment to agreement is necessary. — U.S.F.S. is being advised. —
HSC 3-11-76

RECEIVED
FEB 11 1976
Office of
Assistant State Highway Engineer

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: BR 1798A

March 10, 1976

Salem, Oregon

ORIGINAL SIGNED
WALTER J. HART

FROM: Walter J. Hart
Bridge Engineer

TO: Mr. D. H. Moehring
Maintenance Engineer

SUBJECT:

Proposed Agreement with Forest Service
North Powder River Bridge
Hwy. 411 M.P. 2.61

Since our last letter on this subject dated January 23, 1976, the Bridge Design Section has again reviewed this structure. It has been found that the structure has a strip plank floor instead of just a plank floor and a decision has been made to post the structure for one-way traffic as well as requiring all traffic to stop before proceeding across the bridge. The above changes have made it possible to use a more favorable wheel distribution resulting in a higher stringer capacity.

There has also been considerable controversy regarding the grade of lumber in the existing stringers. The Forest Service feels these stringers are "select structural" (Fb 1800 psi) and the OSHD Region Bridge Inspector believes No. 2 (Fb 1250 psi) may be high.

We have considered all of the above factors and checked the stringers for both a Fb=1250 psi (No. 2) and a Fb=1500 psi (No. 1). Using a Fb=1250 psi the stringers are overstressed 26%. Using a Fb=1500 psi there is no overstress.

On the basis of the above information and analysis we feel that the existing stringers will carry the load with no modification. Running planks will not be required as the strip plank deck serves the same purpose.

The truss floor beams must still be supported to carry log truck traffic.

A very high inspection frequency should be maintained as long as the logging operation is in progress especially during the first month or two of log truck traffic.

At any time that the temporary floor beam supports are removed this structure should be posted for a 12-ton load limit.

GWT/ag
cc E. S. Hunter
H. S. Coulter
W. E. Schwartz
G. A. Starkey
R. D. Hector
J. H. Wood
J. L. Sollis

RECEIVED
MAR 10 1976
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: BR 1798

January 23, 1976
Salem, Oregon

RECEIVED
JAN 29 1976
LEGAL

FROM: Walter J. Hart
Bridge Engineer

SUBJECT: Proposed Agreement with Forest Service
North Powder River Br.
Hwy. 411 M.P. 2.61

TO: Mr. D. H. Moehring
Maintenance Engineer

In April of 1975 the Bridge Design Section checked the load carrying capacity of this bridge relative to its ability to carry log truck traffic. At that time we assumed that the bridge stringers were in as new condition and were No. 1 Douglas fir.

In December we received a new inspection report on this bridge. This report advises us that the lumber in the stringers is of a poor grade and that at least three inches of the bottom of the stringers should be considered section loss.

On the basis of this new information we have rechecked this structure and find that the stringers will be overstressed approximately 135% in bending with a legal tandem axle loading of 34,000 lbs. as commonly used by log trucks.

The load carrying capacity of this bridge in its present state is so low that allowing log trucks to operate over it would result in rapid failure. At this time the bridge posting should be changed to eight tons.

To bring the load carrying capacity of this bridge up to the level where log trucks could safely use it, two modifications would have to be made. First, the truss floor beams would have to be adequately supported with temporary bents which would have to remain in place as long as truck traffic was operating over the bridge. Secondly, additional new stringers of the same size and number as the existing stringers would have to be placed next to the existing stringers in all spans.

GWT/ag

cc E. S. Hunter
H. S. Coulter
W. E. Schwartz
R. P. Hamilton

Jack Sollis - addendum to agreement is needed. State Forest Service to place additional stringers.

1-27-76
Talked To Bob Hector.
DE has been instructed to post for 8 tons.
JHW

MAINTENANCE ENGINEER
RECEIVED
JAN 26 1976
NOTED
J. H. Moehring
AME SME AME AA OE FILE AG TA

8623

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FORM S-30 (REV. 10-60)

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 12, 1976

SUBJECT: North Powder River Br.
Hwy. 411, M.P. 2.61

To: W. E. Schwartz
Region 5 Engineer

From: J. H. Wood
Bridge Maintenance Engineer

Bridge Design Section has re-analyzed this structure, considering the poor quality and section loss in the timber stringers, and determined the following data for the structure in it's present condition.

Item 66, Inventory Rating, code 106
Item 64, Operating Rating, code 108
Post structure for 8 tons

The existing posting of 26 tons is not appropriate without strengthening the structure. Further analysis is being done to determine if it is possible to strengthen the structure and maintain the 26 ton load limit.

JHW:dlm
cc: H. S. Coulter
Herb Shaw
Walter Hart

RECEIVED
JAN 13 1976
Office of
Assistant State Highway Engineer

8623

9

Jack Sollis
Assistant Attorney General

September 29, 1975

C. W. Head
Commission Services

MISC. CONTRACTS AND AGREEMENTS No. 5466

Attached for transmitting to the Forest Service is a fully executed copy of a construction permit for the temporary reinforcement of the North Powder River Bridge.

Chairman Jackson's approval was obtained on September 26. We have retained a fully executed copy of this permit for the Transportation Commission's files.

fkm

Att.

September 22, 1975

Scott Coulter

RE: Construction Permit

Dear Scott

If this meets with your approval please sign it and ask Fred to get telephonic approval of Mr. Jackson to sign it as the Forest Service is in a tight situation and needs it as quickly as possible. As soon as Mr. Klaboe has signed the agreement please return one fully executed copy to me to send to the Forest Service. I am also enclosing a copy of a letter from the Forest Service indicating the desire for speedy execution.

Jack L. Sollis

Jack L. Sollis

RECEIVED
STATE HWY ENGR
SEP 26 '75
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Approval recommended
Asst. State Hwy. Engr.

Marie Stephens said was approved by Jackson on 9/26/75 Fran r.

RECEIVED
SEP 22 1975
Office of
Assistant State Highway Engineer

This is an agreement with the U. S. Forest Service for the temporary reinforcement of the North Powder River Bridge in order for it to be used by logging trucks and forest contractor trucks of the U. S. Forest Service. The agreement provides that the Forest Service will bear all costs of reinforcing the bridge and provide that its timber purchasers and contractors will furnish a $50,000 indemnity bond to cover any damage caused to the bridge by placing or removing the auxiliary bents and any damage to the bridge or extraordinary maintenance caused by their usage of the bridge.

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
Wallowa-Whitman National Forest
P.O. Box 907, Baker, Oregon 97814

7720
September 19, 1975

RECEIVED
SEP 22 1975
LEGAL

Mr. Jack Sallis
Room 221.
State Highway Building
Salem, Oregon 97310

NOTED
JACK L. SOLLIS

Dear Mr. Sallis:

As discussed in the telephone conversation between you and Dale Rettmann enclosed are three signed copies of a Construction Permit for the North Powder River Bridge. These copies contain the revised wording for paragraph H on page 2 as discussed between you and our Regional Attorney, Eldon Gish.

Your prompt attention to approval of this permit will be appreciated. Advertisement of a timber sale is waiting for the completion of this permit.

Sincerely,

A.G. [illegible]
Forest Supervisor

Enclosures

6200-11 (1/69)

8623

8

Robert W. Straub
XXXXXXXXXX

February 21, 1978

Mr. John O'Leary, Forest Engineer
Wallowa-Whitman National Forest
Post Office Box 907
Baker, Oregon 97814

Dear Mr. O'Leary:

North Powder River Bridge
Haines-Anthony Highway
Bridge 1798

We have reviewed your proposal of February 4 to place auxiliary bents under the floor beams of the North Powder River Bridge. We agree that addition of these auxiliary bents will permit the structure to carry legal loads.

The addition of the auxiliary bents to permit the use of the structure by legal haul log trucks has several less-than-desirable impacts. There is an overstress in the stringers of approximately 20 percent. The auxiliary bents introduce a barrier in a stream where high velocities exist. The heavy use of this one-way bridge by logging trucks will produce some conflict with recreational traffic which is a principal user of the highway.

These above conditions are only considered acceptable as an interim measure on the assumption of early relocation of the highway due to the SCS dam project.

We estimate the initial cost of the two auxiliary bents and related work to be less than $2,000. This is on the assumption of state maintenance forces doing the work.

Mr. Schwartz, our Regional Engineer at La Grande, should be contacted relative to the physical installation of the auxiliary bents. The present posting of the bridge can be removed upon completion of this work.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

WJH:dh js
bc: F. B. Klaboe
A. E. Johnson
H. S. Coulter w/att.
W. J. Hart
D. H. Moehring w/att.
W. E. Schwartz w/att.
R. P. Hamilton w/att.

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
Wallowa-Whitman National Forest
P.O. Box 907, Baker, Oregon 97814

7720
February 4, 1975

Mr. E. S. Hunter
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon

RECEIVED
FEB 5 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Dear Mr. Hunter:

We have been asked to reply directly to your comminique of October 28, 1974, on the North Powder River Bridge, in which you have suggested a considerably reduced replacement structure from the first proposal. This was one of the suggested alternatives in Mr. Trask's letter of October 8, 1974. We note, however, no comment is made on activating the first alternative, investigating means by which the existing structure can be strengthened.

We are very concerned about the expenditure of public funds, yours and ours, in working out an interim solution for heavy traffic on this structure until the new routing caused by the dam is finalized. Costs allocated to this structure from a timber sale are directly affecting Baker County, as their National Forest receipts for use on schools and roads will be reduced by 25 percent of the cost. Counties such as Baker are very dependent upon this source of income in sustaining their roads and school programs and are extremely sensitive to problems of this nature.

We have looked in some detail at the structure and have load rated the westerly approach span No. 1 and span No. 2 of the pony truss, in accordance with AASHTO procedures. Spans No. 3 and No. 4 are identical to span No. 2. Stringer sizes and configurations for each span are shown on the attached sketch. Calculations show all spans to be fully adequate to support an AASHTO-type 3S2 truck loading, with added supports on the pony truss.

The pony truss is acting as support to three simple spans of stringers through load transfer at the one-third points. We are now proposing that additional piers No. 4 and No. 5 be installed at the one-third points on the truss. This will effectively reduce load transfer to the truss and reduce the analysis to that of four simple spans and supportive of an ASSHTO-type 3S2 truck. In this analysis, the effective length of span No. 1 discounted any supportive effect of the intermediate support at abutment No. 1, as the stringers were not in complete contact

2-5-75
Wyll
2/12
EAH

6200 -11b (4/74)

with the cap. The attached sketch and notes should aid in describing the supportive structure. The transverse and longitudinal arrangement of the deck has been taken into account in the load transfer ratio between stringers.

Installation of these new supports does pose a problem in acting as a debris barrier during high water conditions. This is recognized, and controls can be included by agreement in which these supports are to remain in place only during specific periods and are to be removed at any time heavy runoff occurs. Work can be either by your forces or through our purchaser, as shown on your plans.

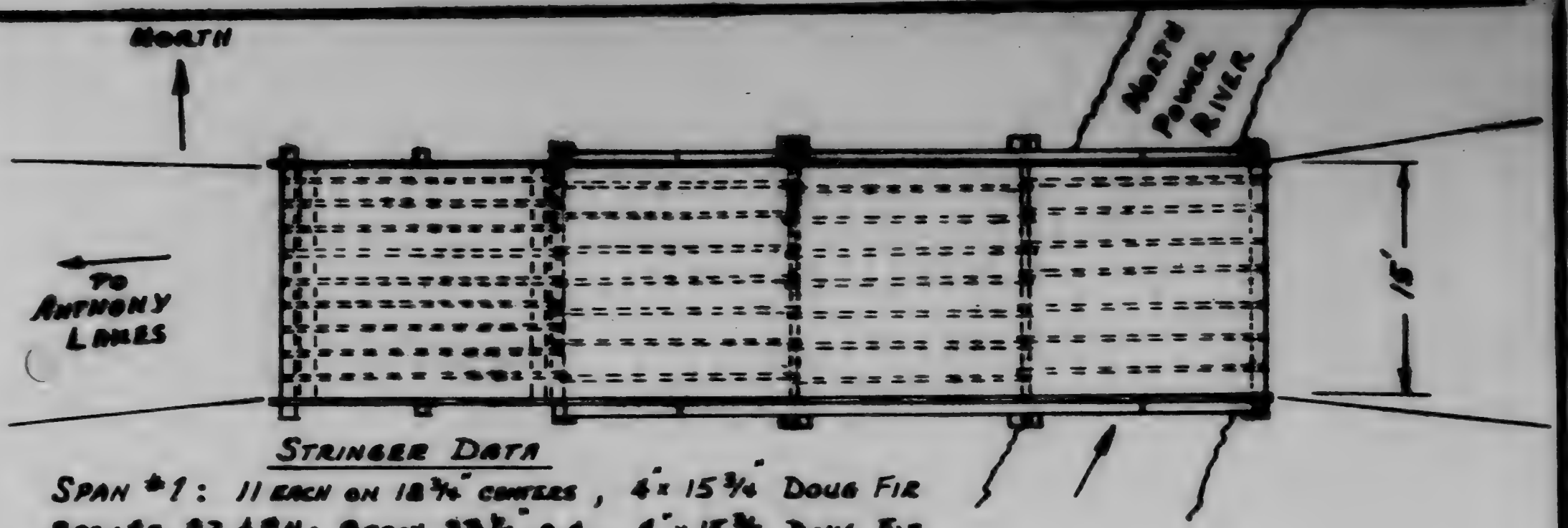
Again, these arrangements can be concluded through a cooperative agreement between our agencies; and, in this particular proposal, we would assume the total cost within our timber sale contract.

We are looking forward to a mutually satisfactory answer to this problem and ask for your consideration of this alternative. Your reply or questions should now be directed to our Forest Engineer, John O'Leary.

Sincerely,

Paul E. Kittleson
For JAMES R. LIST
Assistant Forest Supervisor

Attachment

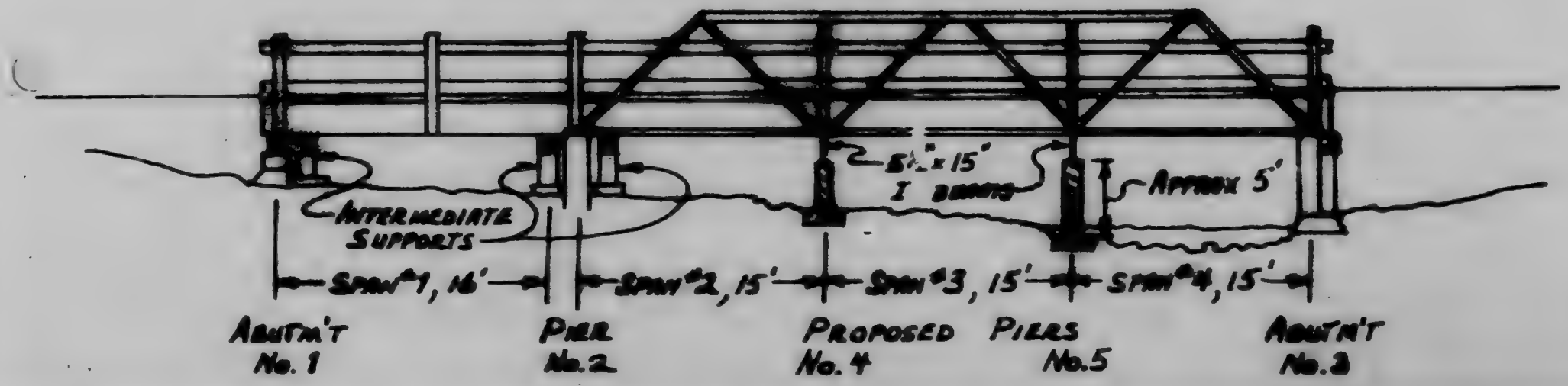


STRINGER DATA

SPAN #1: 11 EACH ON 18¾" CENTERS, 4"x 15¾" DOUG FIR
SPAN #2 #3 & #4: 9 EACH, 23¾" O.C., 4"x 15¾" DOUG FIR

PROPOSED PIERS: No. 4 & No. 5

SEACH COLUMNS, 8"x 12", EQUALLY SPACED ON 2'x16' SPREAD FOOTING.



NORTH POWDER RIVER BRIDGE ON HAINES-ANTHONY HIGHWAY
No. 411-2.61 152-07

BY G.I.M. 1-28-75

8623

9

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
Region 6
P.O. Box 3623, Portland, Oregon 97208

7700

January 22, 1975

Mr. E. S. Hunter
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Hunter:

This is in response to your letter of October 28, 1974 and in reference to a telephone conversation between Messers. Hackleman and Plath in mid-December.

We have discussed the condition of the North Powder River bridge with our Wallowa-Whitman Forest engineers but, because of the questions they raise, are asking them to reply directly to your letter and to deal with you in their attempts to decide on a proper course of action.

I thank you for your interest in our problem. I hope we can work out a mutually satisfactory method of keeping the North Powder River bridge functioning.

D B Trask

D. B. TRASK
Director, Engineering

NOTED
E. S. HUNTER

RECEIVED
JAN 27 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

6200-11 (1/69)

8623 (1) (2) 411

FORM S-59

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

1R-5-1641
8B-12-2

DATE January 16, 1975

TO Hal Versteeg

1963
1965
1967

FROM K. A. Chatwood
Administrative R/W Agent

SUBJECT File 35475 - Brownlee
North Powder River Bridge Sec.
[redacted]
Baker County

Region Right of Way Supervisor, Verne Allen advises that the Regional Engineer is of the opinion that the bridge over the Powder River will not be reconstructed at the present time due to a new flood control dam being under consideration or contract that will inundate the area.

Please advise if we should go ahead with acquisitions.

KAC:jk
cc: Pat Schwartz
Verne Allen

REFERRED TO

	Beard		Reed
Cole			
	Eriksen		Warren
	Heger		Wolfe

Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

advised Oakes (by copy) that this easement is necessary to reconst. bridge on existing alignment per discussions w/ Forest Service. (From George Wills) ~~Hold this file until finances etc is established.~~ Add. 1/17/75

Copy Oakes
Wills

1	Versteeg		
	A. Olson	RECEIVED	Requires Reply ☐
2	Terpin		Requires Approval ☐
3	Scott	JAN 16 1975	Receiver Keep
	Swenson		Do not File
	R. Olson	ROAD DESIGN SECTION	Return To
	Trout		Bring Up ../../..
			Other

8623

October 28, 1974

Mr. D. B. Trask
Director, Engineering
U.S. Forest Service
P. O. Box 3623
Portland, Oregon 97208

Dear Mr. Trask:

In response to a question posed by the Forest Service to our region office in March of this year, the Highway Division made a proposal to the Forest Service for the replacement of the North Powder River Bridge on the Haines-Anthony Highway dated August 8.

In response to our communication, your letter of October 8 suggests alternatives which would be less costly. We have reviewed the project based on your communication and find that using existing alignment with the structure to be constructed during the low water season with a temporary detour would cost about $65,000. The slabs and rail can be salvaged with a value of $13,570.

The Highway Division would be willing to participate in this project in the amount of one-half the engineering and contingencies ($5,559±), plus the salvage of the slabs and rail, for a total of about $19,000. The remaining $46,000 would be chargeable to the Forest Service.

There is an estimate attached. Please review and advise as to how we should proceed.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachment

VDW:mc js
bc: F. B. Klaboe
A. E. Johnson
V. D. Wolfe
L. W. Rulien
W. E. Schwartz w/att.

COST ESTIMATE

NORTH POWDER RIVER BRIDGE

HAINES-ANTHONY HIGHWAY

Substructure	$ 15,750
Superstructure	27,132
Detour	7,000
Bridge removal	4,000
Engineering & contingencies	11,118
TOTAL	$ 65,000
Salvage (slabs & rail) @ 50%	$ 13,570
Total cost less salvage	$ 51,430

E. 2,625,510.71

J. P. Brown Jr. Lse.
01-010

Irrigation Ditch

Ho.

Cowyotes

Irrigation Ditch

+54.92

RIVER

200

80.

Deed RW 21052
769-1420

N. 42° 50' 30" E.

80.

145

50

50.

150

50.

30284

35475

Temp. Easte-Detour

151+06.12 P.C.S.

151+06.22 P.S.C.

149+06.22 P.S.

200' Sp.
S=8°00'
a=4.0

200' Sp.
S=R.

90.92 P.T. BK.:

AH.:

150

80.

80.

N. 66° 30' E.

151+58.83 P.I.
N.493,470.05
E.2,626,040.60

SEE IR-5-1641

145+94.92

143+94.92 P.C

143+70.75 P.

S-8°00'
a=4.0

R. Brown Jr.
01-010

150+38.62 P.I.
N.493,591.20
E.626,370.79

150+20.92 P.T. BK.
Sta. Ah.:

200' Sp.
S=R=
0'2'12"

152+06.12 P.C.S.

151+06.22 P.S.C.

200' Sp.
S=8°00'
Q=4.0

149+06.22 P.S.

Ditch

No.

Irrigation

+50

+94.92

7-6" 12" Pipe - 22°

N. 66° 50' E.

30284

Deed RW 21052
769-1420

80.

N. 42° 50' 30" E.

150

+40

+06.22

+06.12

151+58.83 P.I.
N.493,470.05
E.626,040.60

35475
0.2 Ac.±

Temp. Easement
Detour

SEE IR-5-1641

158+39.58 P.S.C.

157+59.58 P.S.

100' Sp.
S=1°00'
Q=2.0

145+94.92

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
Region 6
P.O. Box 3623, Portland, Oregon 97208

7720

October 8, 1974

Mr. E. S. Hunter
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RECEIVED
OCT 14 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Dear Mr. Hunter:

Your invitation to participate in construction of a temporary bridge crossing the North Powder River on the Haines-Anthony Highway is acknowledged. This project has been discussed with our Forest personnel in Baker following their review of your proposal.

Abandonment of the replacement proposal is understandable in advent of a dam being constructed in this vicinity and inquiries with the Soil Conservation Service confirms an anticipated construction date of 1977. The need of continued access to the area is vital to the economies of Baker and Union Counties in terms of the recreation and timber receipts. However, expenditure of $80,000 on our part to accommodate logging trucks over a two-to-four year period is not totally recoverable. Timber volumes which will use this route during this time period can be routed around the bridge, but at an additional haul cost.

In view of this additional cost we would consider participating in other alternatives to your proposal as the future location of this route is unresolved as you indicate. Our first suggestion (1) is that an investigation be made to determine the possibility of strengthening the bridge to accommodate a logging truck. Local discussion with your LaGrande Regional Office reveals that an actual structural analysis has not been conducted on this structure but load restrictions were imposed based on visual observations of distress.

A second alternative we offer is to replace the existing bridge with a less expensive structure or structures on the current alignment. These structures may be a pressure treated bridge and/or an arch offering the same water capacity as the existing (2) structure. Admittedly this arrangement does not offer the degree of protection from high water and debris as your proposal but considering the anticipated service period our thoughts are that it would be ample.

This second proposal may or may not require a detour during construction depending upon the date of construction and your department's policies. We anticipate that such a detour would be unneeded if the construction occurred in the early spring between use of the area for skiing and summer recreation. The few owners of resident cabins above the bridge can be contacted, advised of our intent, and their comments considered before deciding upon the need for a detour. Should the detour be needed, this could then be installed under minimum flow conditions immediately upstream of the structure and under advisement of the State Fisheries Agency. agree

Financial arrangements can be conducted through Cooperative Agreement between our agencies. In this case, for lack of other financing, we would probably obtain our share through a timber sale deposit arrangement.

Please advise us if either of these suggested alternate courses is satisfactory to you or if we might meet with you to discuss the various alternates.

Sincerely,

DB Trask

D. B. TRASK
Director, Engineering

8623

August 8, 1974

Mr. Rexford A. Resler, Regional Engineer
U. S. Forest Service
P. O. Box 3623
Portland, OR 97208

Attention: Mr. D. B. Trask

Dear Mr. Resler:

North Powder River Bridge
Haines-Anthony Highway
Baker County

A request was received at our Regional Engineer's Office in LaGrande in March of this year from the Forest Service asking that we consider replacing the bridge over the North Powder River on the Haines-Anthony Highway. It appears that the Haines-Anthony Highway would normally be considered one of the haul roads for timber sales being planned in Ranger Art Schimke's district and the existing structure over the North Powder River (S.32, T.6S, R.38E, W.M.) has a posted load limit of 26 tons that restricts log hauling. Therefore, the local Forest Service people are concerned as to whether the North Powder River structure may be replaced prior to their proposed timber sales.

A few years ago the Oregon Highway Division considered replacing this North Powder River Bridge on a new alignment. Right-of-way was acquired for one location; however, this (and a subsequent proposal) was abandoned when it became known that a Soils Conservation dam would probably be constructed about one-half mile above the bridge location. Construction of the dam will necessitate a substantial relocation of the highway in order to bypass the reservoir.

For this reason the Highway Division has elected to maintain the existing structure until the highway is reconstructed. Our best information suggests that construction of the Powder River Dam may start as early as 1977.

It appears unwise to reconstruct the bridge in the face of further relocation in the near future. We are, however, offering a temporary proposal for your consideration. We have made a reconnaissance estimate of the cost of a temporary structure together with a short segment of highway reconstruction to avoid increased hazard and also to utilize the existing structure as a detour. The proposal, estimated to cost $118,100, includes a structure with a pre-cast slab span. The Highway Division would participate in the cost of the slabs (estimated to be $38,000) if the Forest Service will furnish funds for the rest of the project (estimated to be $80,100).

Attached is a sketch map indicating the proposed plan in red with notations highlighted in yellow. The typical section and grade profile shown is that used for estimate quantities. A tabulation of the estimate is attached also.

Please let us know if you are interested in participating in this temporary bridge construction project.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachments

bc: F. B. Klaboe
A. E. Johnson
V. D. Wolfe
L. W. Rulien
W. E. Schwartz w/att.

WNH:jp kmb

Form E-10

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

NORTH POWDER RIVER BRIDGE
HAINES - ANTHONY HWY.

Final Price 7/1/74
CEL

6-28-74

LENGTH 0.14 MI.

ITEM			UNIT	NET	10% ALLOW.	GROSS	PRICE	AMOUNT
MOBILIZATION					5%			$ 2,127
TEMP. PROTECT & DIRECT OF TRAFFIC			ALL					3,500
CLEARING & GRUBBING			ALL					500.00
EMBANKMENT IN PLACE			C.Y.	956	94	1050	$ 2.50	2,625 -
12" CULVERT PIPE			LIN. FT.	70	7	77	10.00	770 -
TRENCH EXC.			C.Y.	111	11	122	7.00	854
5' X 6' DIVERSION BOX			EA.	1	—	1	750.00	750.00
STONE BASE 1½			TON	2376	234	2610	5.00	13,050
LEVELING COARSE	-3/4-		TON	282	28	310	5.25	1,628
AGG. IN OIL MAT			C.Y	121	12	133	10.00	1,330
PENETRATION ASPH.			TON	9	1	10	125.00	1,250
EMULSIFIED ASPH.			TON	3	1	4	130.00	520
GUARD RAIL ~~1/2 A~~			LIN. FT.	100'	10	110	6.00	660
GUIDE POSTS W/			EA.	16	2	18	12.00	216
RIP RAP			C.Y.	63	7	70	15.00	1050
CONC. IN BOX CULVERT			C.Y	35	4	39	150.00	5,850
STEEL IN BOX CULVERT			LBS.	6,310	630	6,940	.50	3,470
								$ 44,650
			+ 20% E & C					8,950
			TOTAL GRADING COST					53,600
30 X 65 STRUCTURE								$ 64,000
R/W								500
				TOTAL PROJECT COST				$ 118,100

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

PRELIMINARY ESTIMATE SHEET

NAME Powder River Br. | BRIDGE NO. _____

SECTION _____ | PREFIX NO. _____

HIGHWAY Haines - Auburn | COUNTY Baker

ESTIMATE REQUESTED BY John Vandehey | DATE 6-26-74

ESTIMATE MADE BY G. Abernathy | DATE 6-26-74

ESTIMATE MADE FROM Layout

ALL COSTS INCLUDE AN ALLOWANCE OF 40 PERCENT FOR ENGINEERING & CONTINGENCIES

ESTIMATED STRUCTURE COST	
65' slab Span x 30' Rdwy	$ 64,000

SUBTOTAL	$ 64,000
REMOVE EXISTING STRUCTURE.....	$ 7,800
DETOUR STRUCTURE.....	$
MAINTENANCE OF TRAFFIC.....	$ Not Included
OTHER.....	$
TOTAL	$ 71,800

UNLESS NOTED OTHERWISE, ABOVE COSTS DO NOT INCLUDE GRADING AND PAVING, RIGHT-OF-WAY OR SIGNING AND ILLUMINATION.

APPROVED L. L. Wallace

DATE 6-26-74

T.

Cost for 24" Prestressed Slabs only = $38,000 (Including 40% E&C)

FORM H-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

DATE May 31, 1974

TO Victor D. Wolfe
Location Engineer

SALEM

FROM Dale D. Allen
Regional Construction Engineer

SUBJECT North Powder River Bridge
Haines-Anthony Highway
Baker County

Refer to your October 13, 1972, letter pertaining to the above structure. At the present time this structure is posted for a 26 ton load limit, which restricts log hauling across the structure. In March of this year we received a letter from the Forest Service indicating they had scheduled several timber sales to be hauled out over this road. They requested our consideration in replacing the structure.

Last week I visited with Arlo Vanderbos of the Soil Conservation Service in Baker, who advised that the construction of a dam approximately one half mile up the stream from this structure is scheduled for 1977. He felt that this was a reasonably firm date. I then discussed the problem with the District Ranger, Mr. Art Schimke, and suggested that the Forest Service should participate in the construction of a temporary structure at this location. While the local Forest Service People do not seem to know what funds could be used to participate in the construction of a temporary structure at this location, they did indicate that the matter should be pursued further. The principal concern is that they apparently have to appraise the timber sales at a reasonably early date and must know at that time which road will provide the access to the sale.

This office would suggest that our forest liaison engineer contact their region office with a proposal to construct a 50-foot slab span structure, with the State paying for the slabs and the

REFERRED TO
Hack
Location Engineer
Discuss

NOTED
W. N. HACKLEMAN

RECEIVED
JUN 3 1974
LOCATION
SECTION

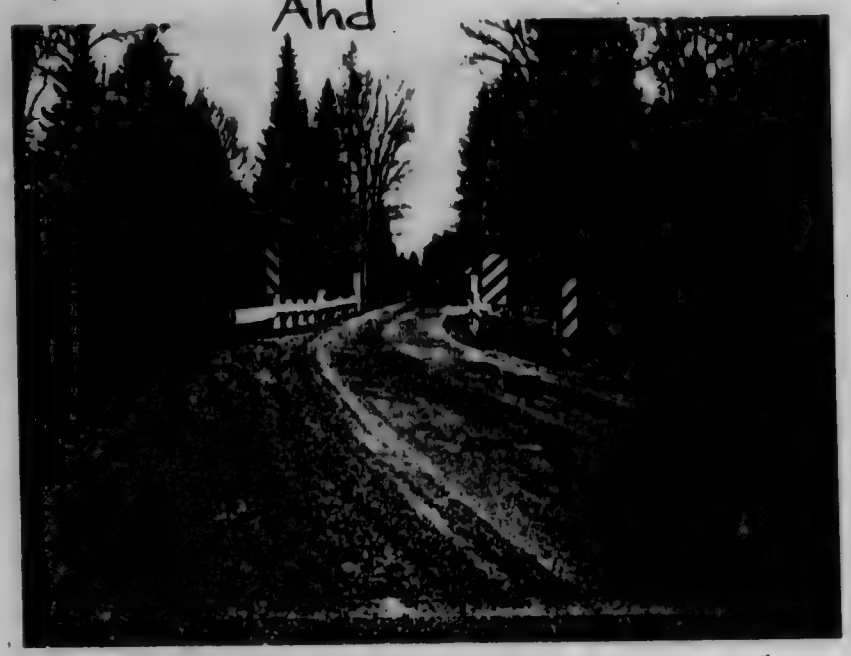
Forest Service paying for the balance of the contract. It is anticipated that we could salvage the slabs from the structure to use at another location.

Walt Hart has looked at the bridge site in the field, is familiar with the problem and should have an estimate of cost to construct a temporary structure. Also, I believe the necessary right of way and vicinity maps are in your office.

DDA:je

cc: G. A. Starkey

Ahd



Rt. upstream

Highway: 411
M.P. 2.61
Bridge # 1798

NORTH POWDER RIVER

64'; 1-19' Frtr. Span, 1-45' St. Pony Truss
(4 auxiliary bents have been installed)
Built: 1912
Design Load: H-11
Operating Rating (64):115
Inventory Rating (66):110 (Posted for 26 Tons)
Rdwy Width (51):15'
Insp. Freq: 6 Months

2:1 SL

2½:1 SL

3:1 SL

3:1 SL

60

70

70

62

60

1 wire

4 wire

RW 157+59.58 PSE

RW 157+59.58 PS

16" GAS

N 65° 30' E

Telephone Line Dead Ends

Island City

La Grande

Cove

Union

WALLOWA

WHITMAN

Nat'l FOREST

North Powder

Haines

Baker

Proposed Project

Sketch Map

0 5 10 15

Scale - miles

Profile:

90

80

70

60

50

FINAL SURVEY	
NOTE BOOK	SURVEYED
NO.	PLOTTED
	TEMPLATE
	AREAS
	AREAS CHECKED
	BY
	DATE

112+75
Inst. 42" Arch
Cr. Exc. 10 C
Const. D

160' SP
S = 6°240'
q = 5.0

8° CL
T△ = 42° 30.0
T$_s$ = 359.06

RW
Ls 200'
S: 8°00'
a. 4.0

Timber & Brush

8°CL
Δ 23°59'30"

2½:1 S1

2½:1 S1

152+49.15 AH Equ
114+50 PT BK

Race

Gardner Mill

Timber & Brush

Timber & Brush

Race

Gardiner Mill

Deed RW 21052
169 - 1420

51+06.22 P.C.

10d

7'-3 Box Culv.

RW 52+08

RW 110+06.22 P.C.

Timber

SLOPE LINE

Proposed R/W

5'x6' Diversion Box
3'x7' Box Culv.

20'-12"-CMP

14' wood Gate

112+85 Lt
Const. App

Pasture

C.M.P

110

Inst. 42" Arch-Type
Dr. Exc. 10 Cu Yd
Const. Div. Box

2 wire
3 wire

Inst. Guardrail
75' Lt - 75' Rt

Diversion Box

Plastic + Rock Dam

RIVER 90% DIVERTED

DRY RIVER BED

Plastic + Rock Dam

Inst. 40'x120'
Span Str.

110+52.52

160 SP
S = 6°24.0'
D = 5.0

S 32

-42° 30.0'
359.06'

Edward M. & Phyllis Perkins Brownlee
68 01-010

SHED

HOUSE

70

110+75 PC

109+18.25 PCS

68

Exist. R/W

70

T-80'

PW 106.22 Rt

Timber & Brush

NORTH POWDER RIVER

60

N 50° 30" E

50'

68

BRUSH

N 26°00' E

50

70

80

90

EXISTING RDWY

60

30" 12" CP

20' Wood Gate

PW 145+19.5 PT

RW
Ls 2°00'
S: 8°00'
D = 4.0

Inst. Guardrail
75' Lt - 75' rt

110+52.52

107+47.07 PT

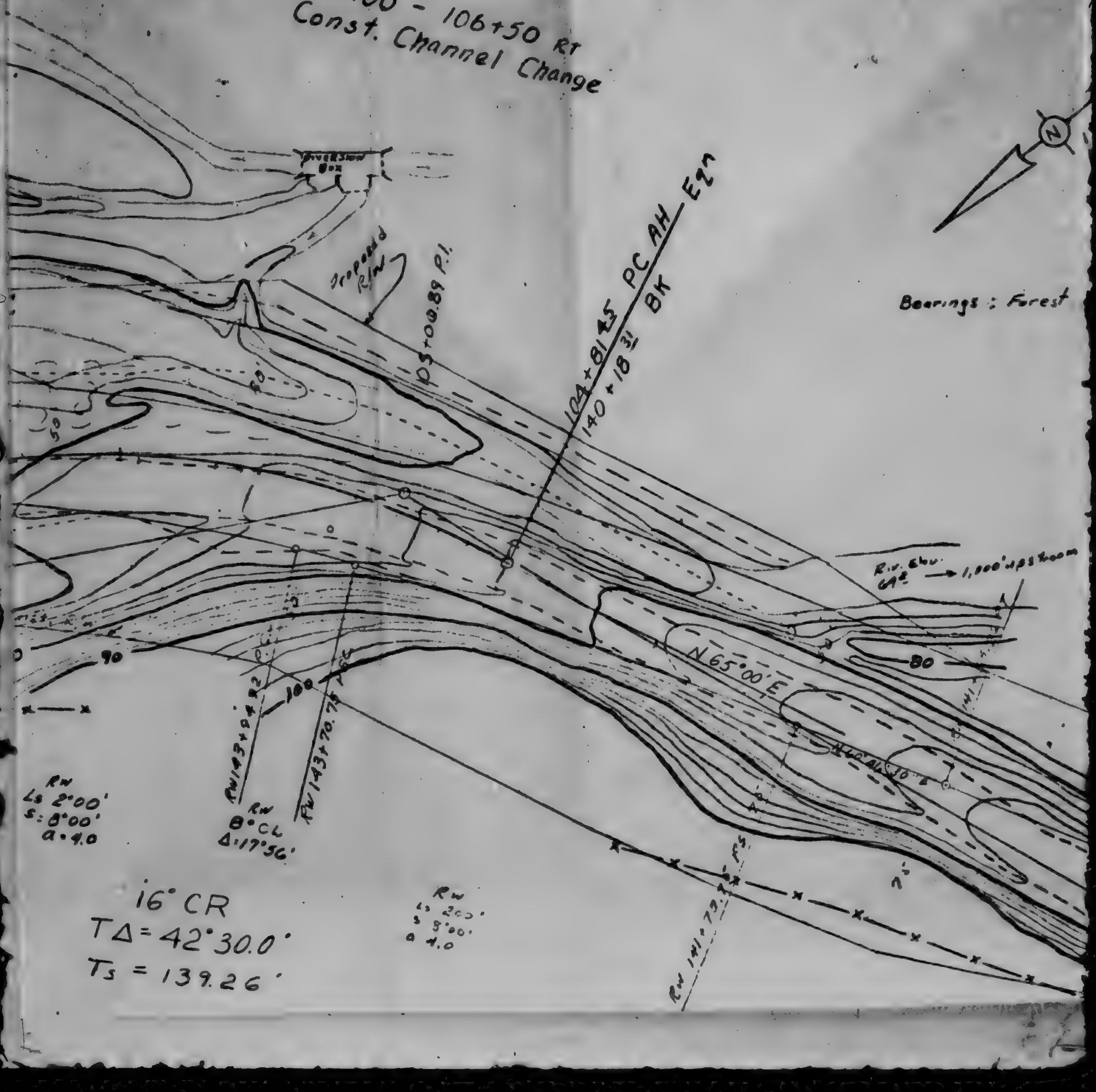
STATE OF OREGON - GAME COMMISSION
71-36-082 & 71-51-018

109+18 Lt

FED. ROAD Div. No.	STATE	PROJ NUM
8	OREGON	

S 32 , T 6 S. , R. 38 E., W.M.

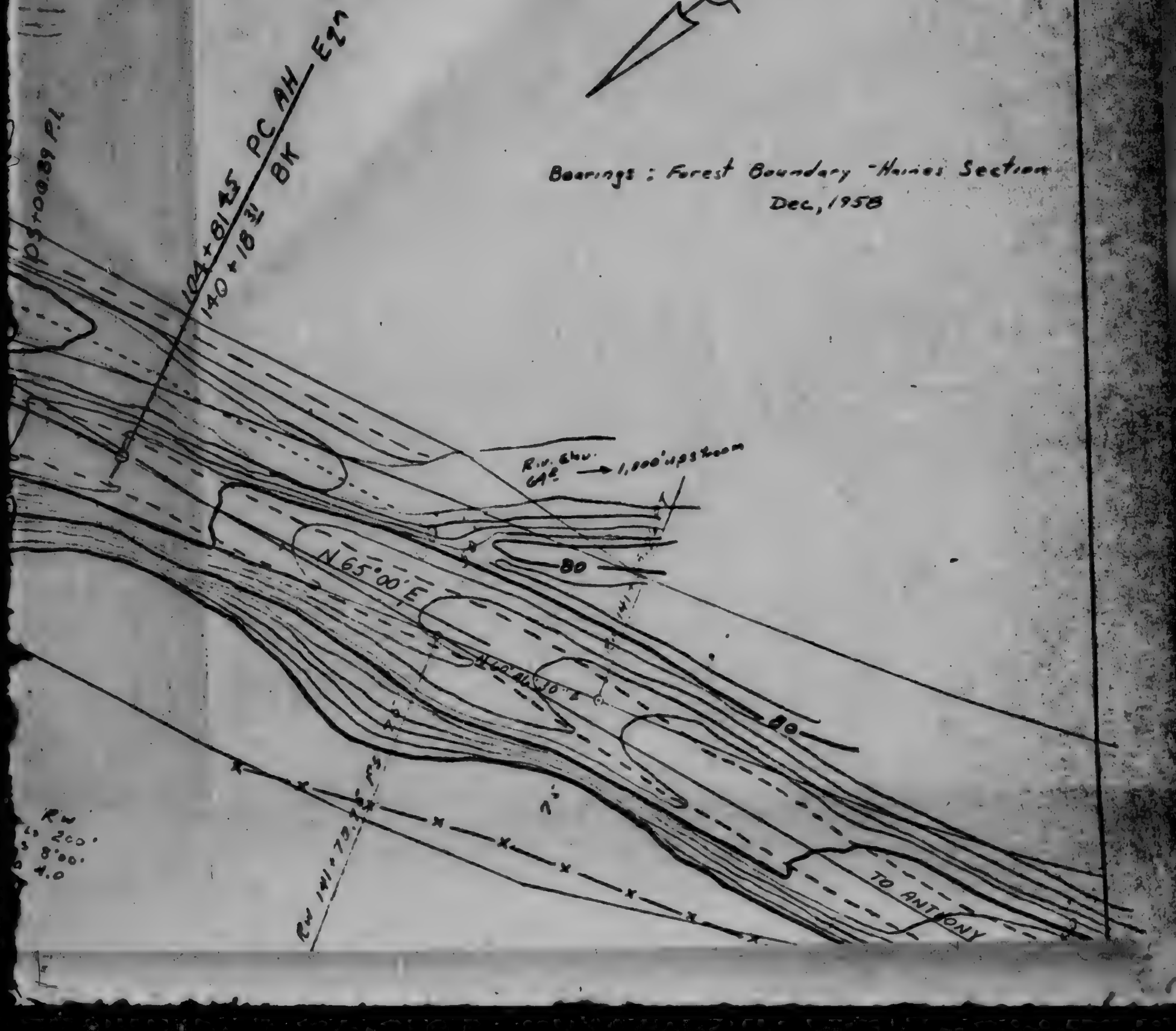
139+00 - 106+50 Rt
Const. Channel Change



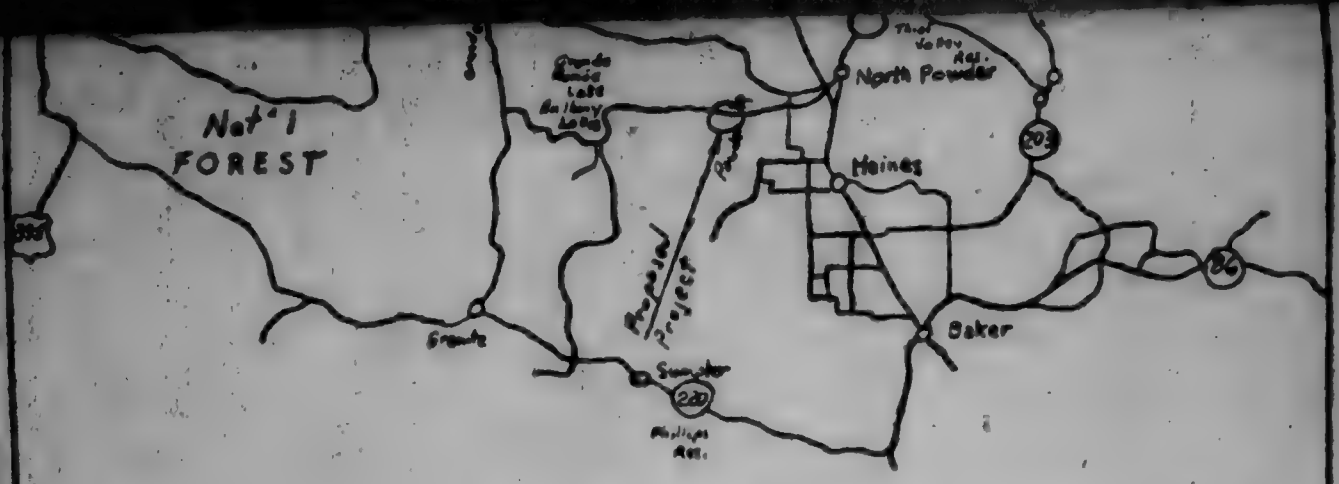
				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

106+50 RT
Channel Change

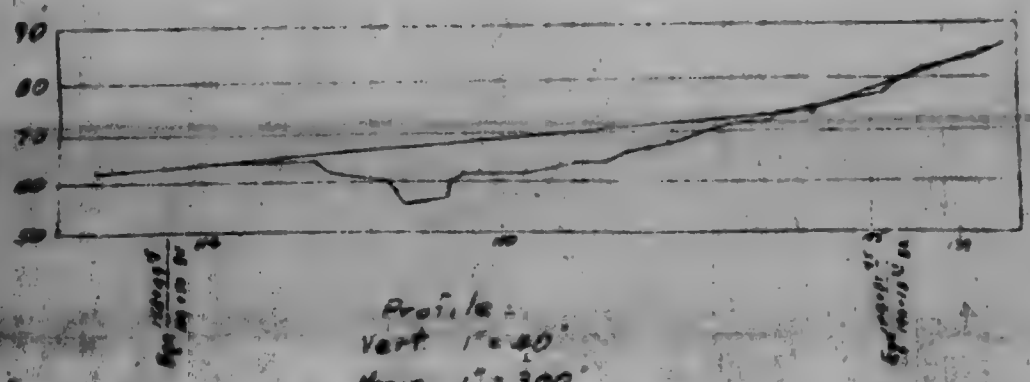
Bearings : Forest Boundary - Haines Section
Dec, 1958



FINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
NOTE BOOK
AREAS
NO.
AREAS CHECKED



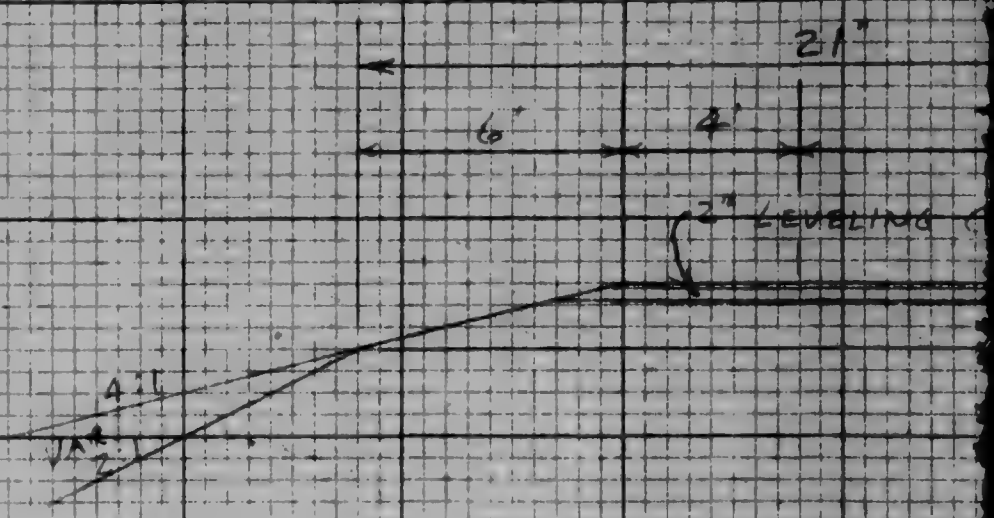
Sketch Map

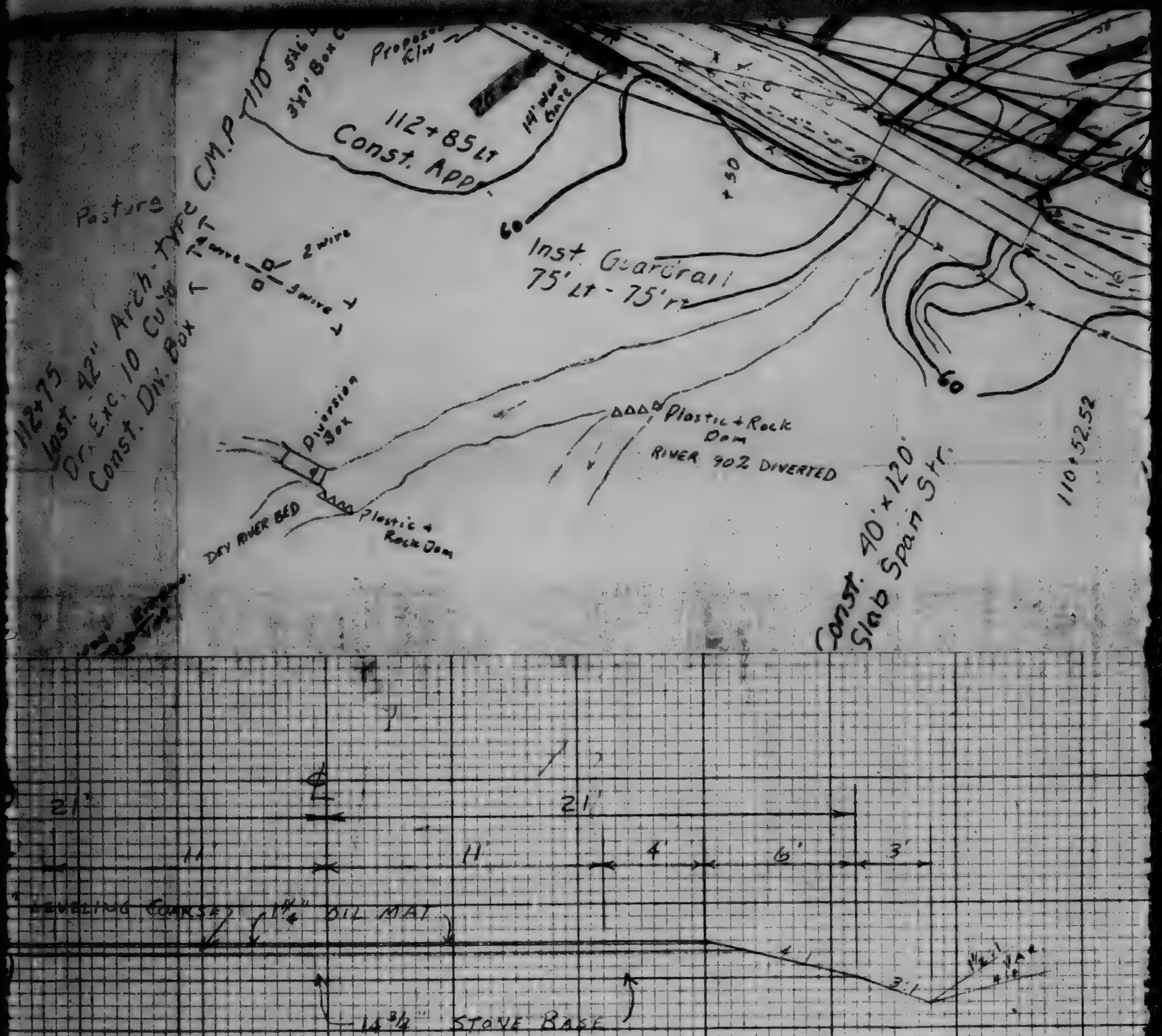


Profile
Vert. 1" = 40'
Horiz. 1" = 300'

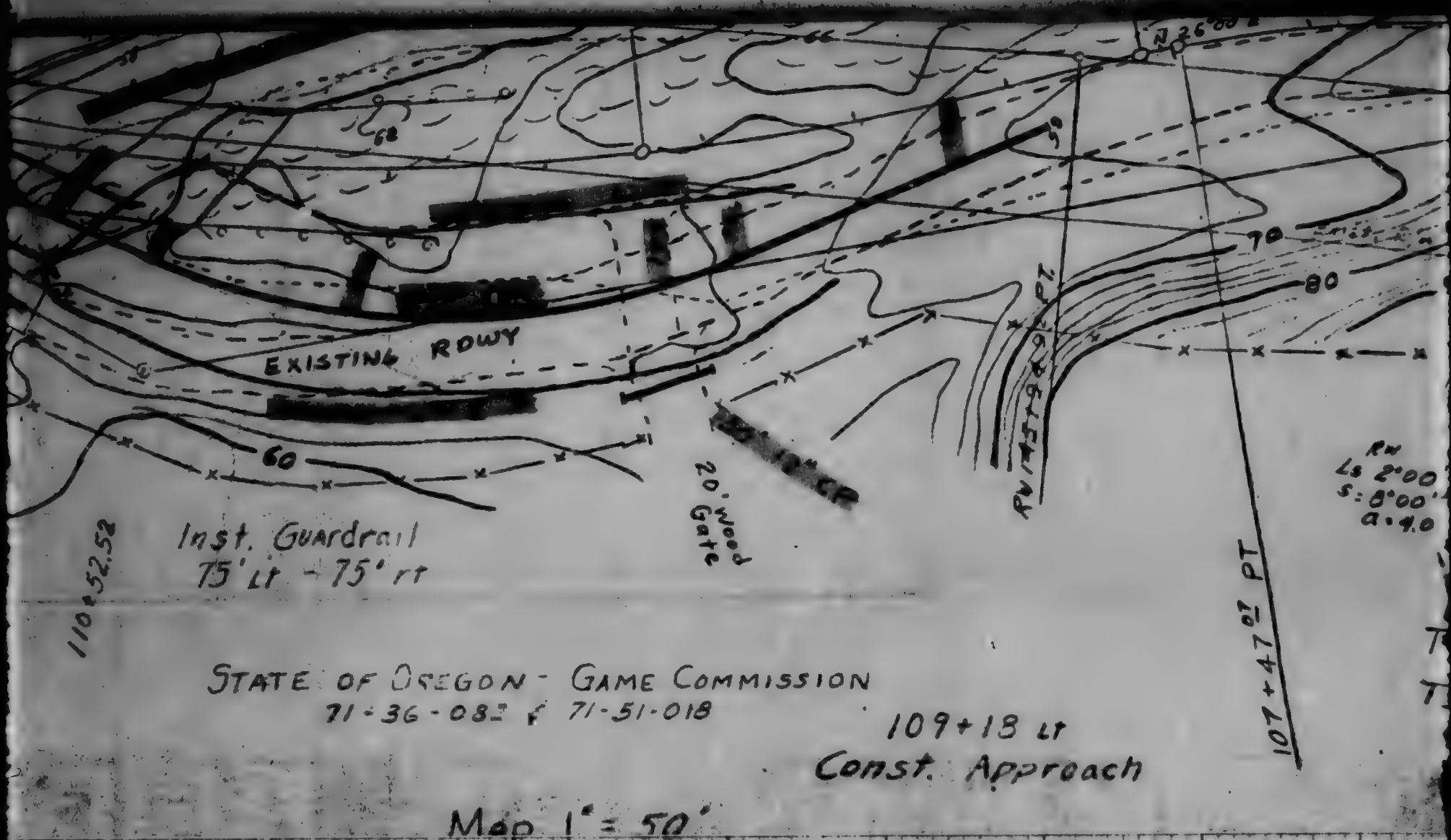
Pastor

112+75
Inst. 42" Arch
Dr. Exc. 10
Const. D



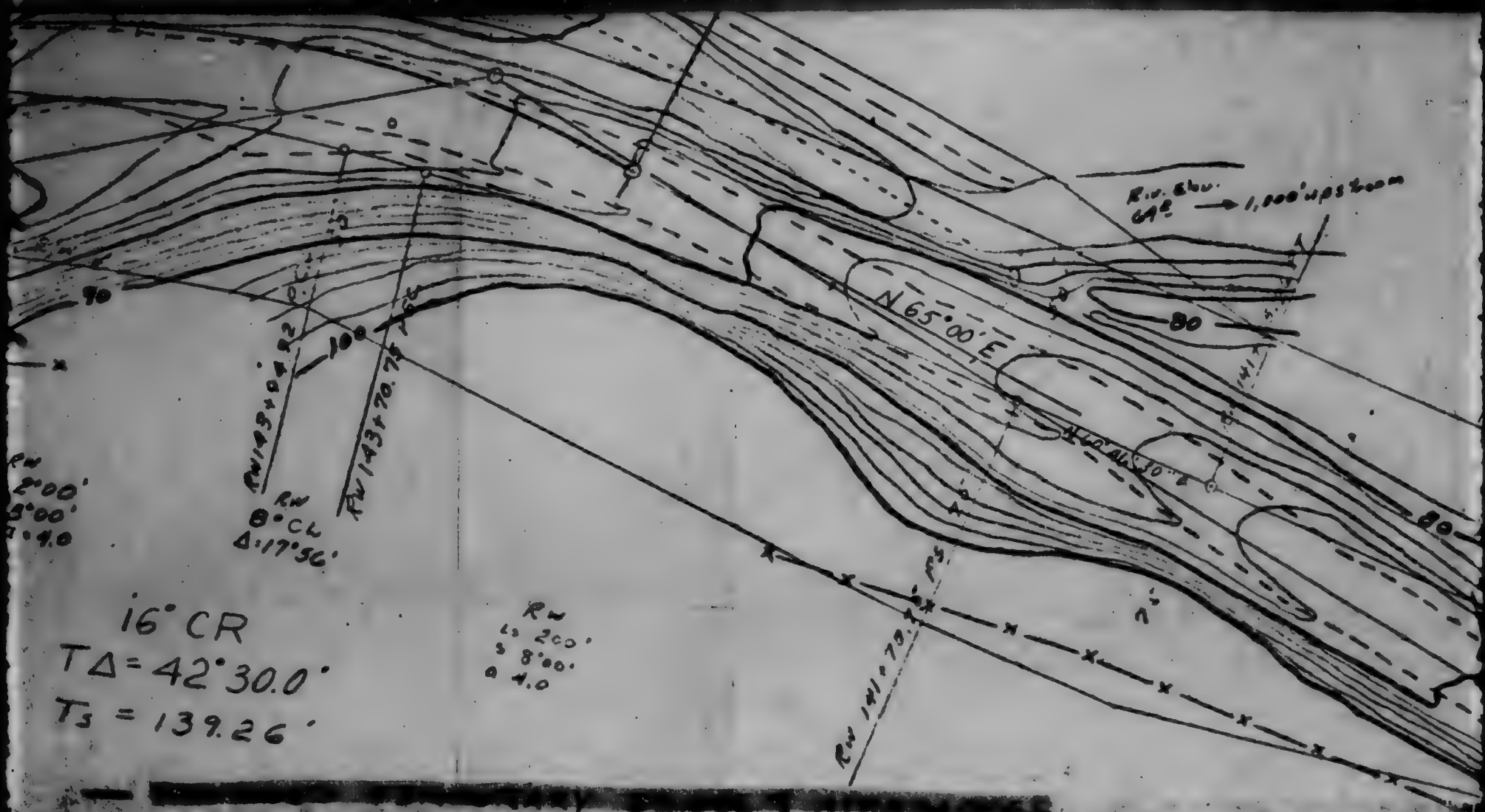

Proposed R/W
3'x7' Box C
110
112+85 Lt
Const. App.
14' Wood Gate
Pasture
C.M.P.
112+75
Inst. 42" Arch-Type
Or Exc. 10 Cu Yd
Const. Div. Box
2 wire
3 wire
60
Inst. Guardrail
75' Lt - 75' Rt
+50
Diversion Box
Plastic + Rock Dam
RIVER 902 DIVERTED
DRY RIVER BED
Plastic + Rock Dam
110+52.52
Const. 40'x120' Slab Span Str.

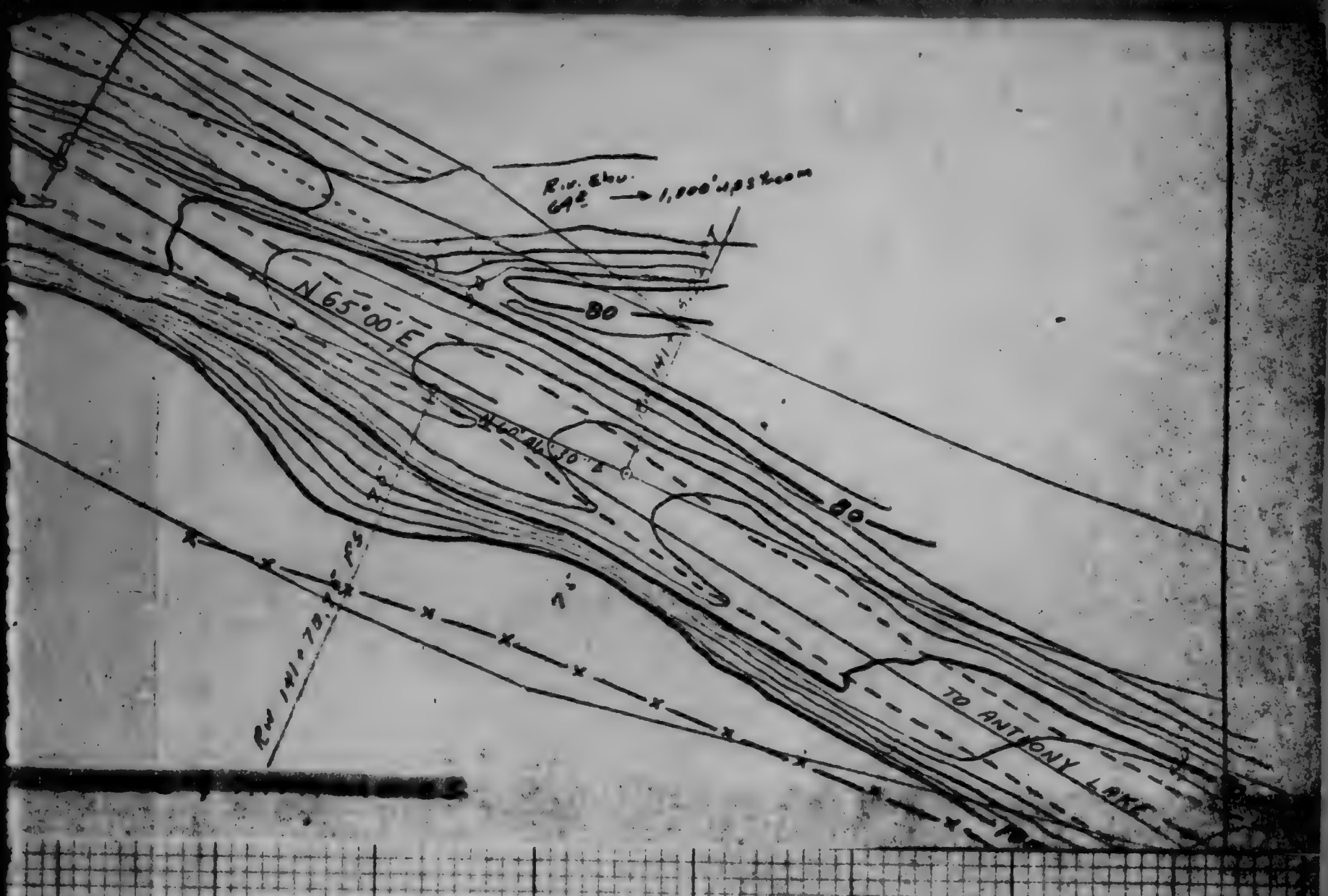
21"
21"
11"
11"
4'
6'
3'
LEVELING COURSE
1½" BIL MAT
3:1
14¾" STONE BASE

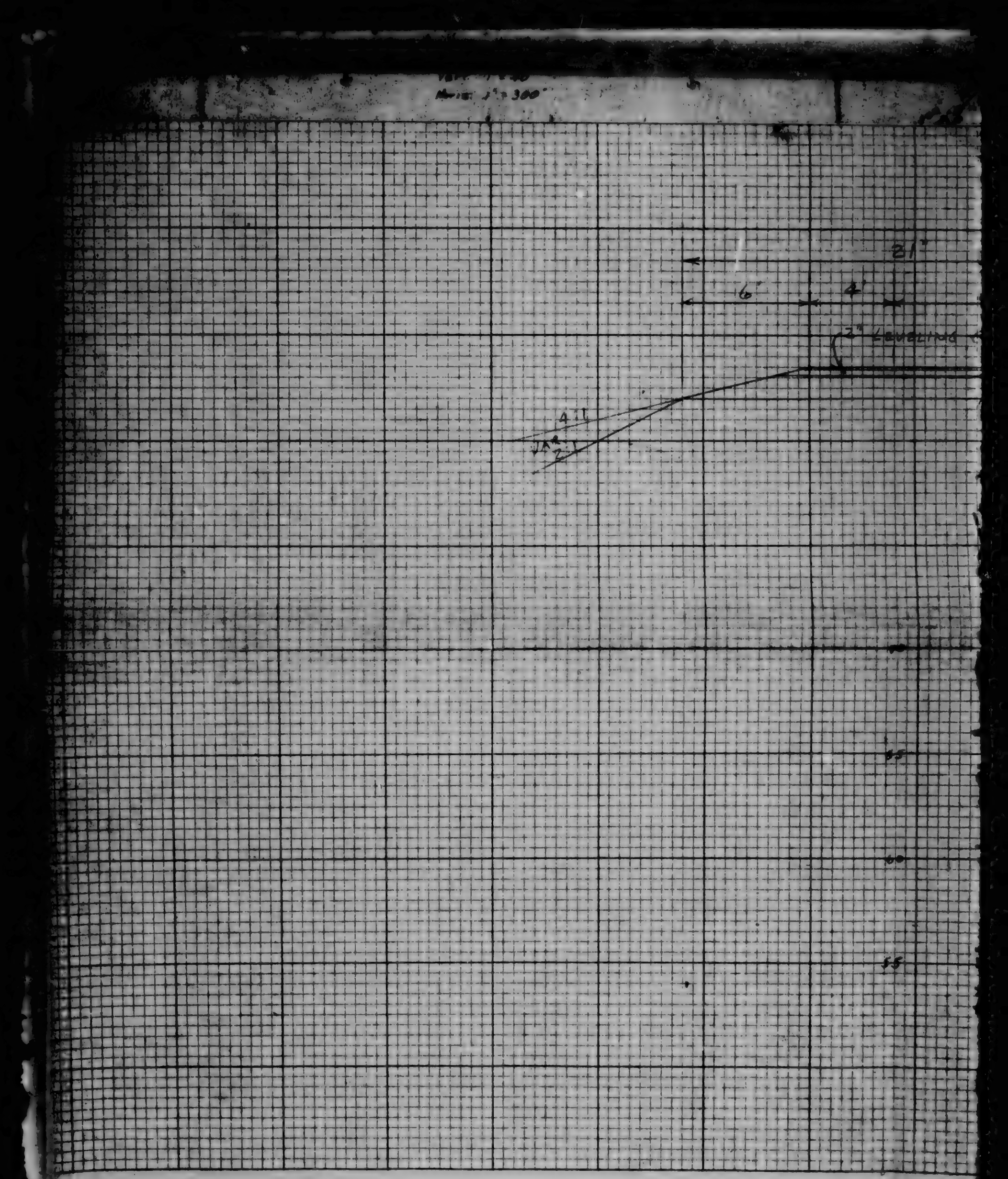


STATE OF OREGON - GAME COMMISSION
71-36-082 & 71-51-018

Map 1" = 50'


N 65° 00' E
80
90
100
16° CR
TΔ = 42° 30.0'
Ts = 139.26'
Rw
2°00'
5°00'
4.0
Rw
D° CL
Δ: 17° 56'
Rw 143+04.42
Rw 143+70.74
Rw 141+79.
P.S.
R.w. Elev. CA.
1,000' upstream


R.v. Shu.
Gage
1,000' upstream
N 65° 00' E
80
80
TO ANTHONY LAKE



"PERFECT" CROSS SECTION
10 X 10 = ONE INCH
EUGENE DIETZGEN CO.

Cons
Slab

21'

11'

11'

4'

6'

3'

2:1

14 3/4" STONE BASE

PROFI

155

154

153

114

PRINTE

Const. Approach

Map 1" = 50'

0+30 V.C.

HIGH WATER

PROFILE 1" = 50' Horiz.
1" = 5' Vert.

113 112 111 110

PRINTED IN U.S.A.

OREGON STATE

NORTH POWD

HAINES – AN

BAKE

SCALE: 1" = 100'

WATER

"PERFECT" CROSS SECTION
10 X 10 – ONE INCH
EUGENE DIETZGEN CO.

OREGON STATE HIGHWAY DIVISION

NORTH POWDER RIVER BRIDGE

HAINES - ANTHONY HIGHWAY

BAKER COUNTY

SCALE: 1" = 100'

DATE: JULY 19

108

107

SS SECTION
INCH
ZGEN CO.

8623

RECEIVED
OCT 20 1972
FOR FILING

FORM S-30-X 10-67

RECEIVED
OCT 17 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

October 13, 1972

To: FILE

SUBJECT: North Powder River Bridge
Haines-Anthony Highway - 411
Baker County
Bridge No. 1798A

In reviewing the vicinity map and estimates for the reconstruction of the subject bridge on new alignment, for which I understand the right of way has already been acquired, I find that there is proposed a Soils Conservation dam approximately one-half mile upstream from this location. The construction of this dam would require the relocation of State Highway 411 westerly up the river to bypass the proposed North Powder River dam and reservoir. This necessary highway relocation would start considerably downstream from the subject bridge.

We have discussed the eminence of this dam construction with the Soils Conservation people in Portland as well as Mr. Arlo Van Denbas, Project Engineer in Baker. The dam project is estimated at approximately $4 million, $2.8 million of the amount to be Federal funds, the balance to be funded by the local irrigation district. The Federal share has been programmed and the irrigation district is in the process of negotiating a loan with the FHA. Mr. Van Denbas' assessment of the situation is that the dam will be under construction within the next two to three years.

The estimated cost of the highway relocation and new bridge is $150,000. I have discussed the maintenance of the existing structure with G. L. Anderson and W. E. Schwartz. While the existing structure is extremely narrow and has an eight-ton load limit, it is used almost solely for recreation. Mr. Schwartz advises that there has been no demand for the reconstruction of this structure. Mr. Schwartz and Mr. Anderson both feel that there would be no particular problem in maintaining the existing structure for the next three years. It is the consensus that even should the structure have to be temporarily replaced, this could be done with prestressed slabs for $10,000 to $12,000.

I have therefore recommended to Mr. Hunter that reconstruction of this structure be held in abeyance. With the assurance that we have had from the Soils Conservation people, Mr. Hunter concurs with this recommendation.

NOTED
E. S. HUNTER

NOTED
E. S. HUNTER

Victor D. Wolfe
Location Engineer

VDW:mc

cc E. S. Hunter ✓
W. J. Hart
W. E. Schwartz
R. N. Bothman

RECEIVED
JUL 23 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 17, 1972

To:

Mr. W. E. Schwartz
Region 5 Engineer
LaGrande, Oregon

SUBJECT: Bridge Replacement Program

Attention: Mr. C.O. Fredrickson

The attached copy of letter from W.J. Hart to L.H. Young dated July 13 indicates estimated costs of structures. It does not, however, include costs to build approaches.

Please estimate the approach costs and forward at your earliest convenience. Also submit Survey Authorization for necessary field work in conjunction with the projects.

V. D. Wolfe
Location Engineer

By

George C. Wills
Field Locating Engineer

GCW:jp
Attach
cc: E. S. Hunter
W. J. Hart
L. H. Young

NOTED
E. S. HUNTER

RECEIVED
JUL 19 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 13, 1972

TO Mr. L. H. Young
Programing Engineer

FROM Walter J. Hart
Bridge Engineer

SUBJECT Bridge Replacement Programing

RECEIVED
JUL 14 1972
PROGRAMING SECTION

Mr. Shaw's July 3 letter to Mr. Bothman requested programing for replacement of three structures found to be critically deficient under the bridge inspection program. Estimates for replacement of these three structures are given below:

North Powder River Bridge	MP 2.61	Hwy. 411	$62,000	HOMES-ANTHONY, BAKER CO.
Pine Creek Bridge	MP 5.70	Hwy. 413	$48,000	HALFWAY-CROOKED RIVER, BAKER CO.
Maxwell Canal Bridge	MP 9.59	Hwy. 333	$30,000	TERMINUS, DESCHUTES CO.

The above estimates include the cost of removal of the existing structures and a 40 percent allowance for engineering and contingencies. They do not include any grading and paving costs which may be necessary in conjunction with replacement of the structures.

WJH:dh

cc Tom Edwards
F. B. Klaboe
E. S. Hunter
A. E. Johnson

STATE FUNDS
E.S. HUNTER

NOTED
E. S. HUNTER

Bill
Due to obtaining the
necessary field work. Time will
not permit my bridge conference if ready.
E.S.H.

RECEIVED
JUL 13 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

.8624 Bear Creek Bridge Sec. of 197
Sequillo-Bandon Hwy. 3 miles
east of Bandon (Structure)

C.O. 6321 9-22-77

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Finance
DEPT.

378-6810
TELEPHONE

TO: George Renner
State Division of Audits

DATE: March 23, 1979

FROM: Merl Whiteman, Manager
Finance Branch

SUBJECT: EDA Grant Audits

The U.S. Department of Commerce, Office of Audits, has again requested (see attachments) that approved audit proposals or engagement letters be provided to them for the following completed EDA Grant Projects:

Bear Creek Bridge	#075126879
No. Powder River Bridge	#075126988
Willamette Overflow Bridge	#075127050
Shores Acres	#075103643

April 13, 1979 is the specified deadline for providing this information. This information was previously requested and forwarded to you by our memo dated October 31, 1978.

As you know, on August 31, 1978 Oregon Department of Transportation advised Donald Gould, Economic Development Administration, Seattle Office, that your audit organization was committed to and responsible for performing the required audits of EDA Grant Projects. Additionally, we indicated that an audit schedule for these grants would be provided to them when your office made it available.

To date this audit schedule has not been made available to ODOT or to the U.S. Department of Commerce, Office of Audits, Western Regional Office.

To resolve the concerns of ODOT and the U.S. Department of Commerce, Office of Audits, we request that your office schedule a meeting with appropriate representatives of all concerned to discuss this matter and to provide assurances that the audits will be performed in the very near future.

ODOT representatives to attend such a meeting should include Fred Miller, Vern Skoog and myself.

Your early response and cooperation in resolving this problem would be greatly appreciated.

MW:PH:cm

Attachments

cc: Fred Miller
Larry Rulien
Vern Skoog
Dick Unrein
C.T. Keasey

PROJECT MANAGEMENT
CCE OM
FA OPE
File: PM FA
LG OP

#8624

8

U.S. DEPARTMENT OF COMMERCE
Office of Audits
WESTERN REGIONAL OFFICE
450 Golden Gate Avenue
Box 36134
San Francisco, California 94102

March 9, 1979

Bear Creek Bridge

075126879
ORE DEPT OF TRANS
207 TRANS. BLDG
SALEM OR 97310

PROJECT MANAGEMENT
IA(1)

SUBJECT: Engagement of Auditor

REFERENCE: Audit Instructions for Local Public Works Grants under Title I of the Public Works Employment Acts of 1976 and 1977, Second Edition, March 1978 and Revision 1 thereto.

According to the latest information furnished to this office by the Economic Development Administration (EDA) Seattle, Washington as of January 31, 1979, your project has been completed or will be completed this year and no action has been taken to engage auditors to perform the audit of your grant, as required by the referenced audit instructions.

The above referenced audit instructions specifically outline the requirements for audit of EDA-LPW grants. You are requested to take immediate action to comply with these requirements.

Although your project may not be complete for some time, we encourage you to engage your auditor now. The audit can then be scheduled to meet the grant requirements and the work schedule of the auditor.

To assist you, the applicable paragraphs of the referenced audit instructions are set forth below:

Page 25 - Paragraph V.A.1.
Page 26 - Paragraph V.A.2.b.
Page 14 - Paragraph IV.A.
Page 15 - Paragraph IV.B.
Page 16 - Paragraph IV.C.
Page 18 - Paragraph IV.C.2
Page 1 - Appendix A - Suggested Format for Auditor's Proposal Letter.

A copy of your approved audit proposal or engagement letter should be sent to this office no later than close of business April 13, 1979.

NOTED
H.S. COULTER

3/20/79
Original to: Paul Hatcher - please take action on this.
Frank Urmini
cc: C.T. Kersey
H.S. Coulter

If you have any questions regarding this letter or doubts regarding the requirements for engaging auditors, please contact Mr. Edw. E. Wolfe on (415) 556-0149. (Monday - Friday 7:30 am - 4:00 pm). It is imperative that the above date be met. If there are extenuating circumstances which prevent you from meeting this date, or your project completion date is in error, Mr. Wolfe should be informed as soon as possible.

Your timely response will be appreciated and make it unnecessary to contact you again regarding this matter.

Sincerely,

Miguel P. Barrios Jr.

Miguel P. Barrios, Jr., Regional Director
San Francisco Regional Office
Office of Inspector General

EEW:jj

8624

September 26, 1978

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

Gentlemen:

On September 21, 1978, we wrote to you concerning release of final payment on Contract No. 8624 awarded to Hamilton Construction Co. for the Bear Creek Bridge on the Coquille-Bandon Highway in Coos County.

Final payment on this contract is $9,920.28 and the total contract amount is $198,391.57. No work was performed under force account.

Very truly yours,

C. W. Read
COMMISSION SERVICES

dda

cc Hamilton Construction Co.
P. O. Box 659
Springfield, OR 97477

Hansen & Rowland, Inc. of Oregon
1929 Georgia Pacific Bldg.
Portland, OR 97204

bc C. T. Keasey
Walt Hart
Alfred Shirley

E. MERL WHITEMAN ACC-5-2

STATE OF OREGON
Department of Transportation - Finance Branch

INTEROFFICE MEMO

TO: Fred Klaboe, Scott Coulter, C. T. Keasey and Dave Talbot

DATE: August 31, 1978

FROM: E. Merl Whiteman, Manager Finance Branch

SUBJECT: EDA Project Audits

Mr. Keasey's memo of August 9, 1978 outlined the problem of conducting an audit of EDA Projects. Subsequent to receiving the memo Messrs. Burco, Klaboe, Coulter, Streun and Whiteman met to discuss and make a decision as to a solution. That discussion brought to light the fact that the EDA Grants were never discussed with the ODOT Finance Branch. The Internal Audit Section is not staffed to perform these kinds of audits so alternatives were considered.

We have agreed that the best alternative would be for the State Division of Audits to audit EDA Grants concurrent with their audit of the Highway Division and Parks Branch.

Attached is a letter to the Economic Development Administration in Seattle which outlines our proposal.

We will keep you advised of future developments.

EMW:kr
cc: Don Streun
Don Henry
Vern Skoog

01-125-1367

STATE OF OREGON
Department of Transportation

INTEROFFICE MEMO

ACC 5-2

TO: George Renner
State Division of Audits

DATE: October 31, 1978

FROM: Merl Whiteman
Finance Branch

SUBJECT: Audit Arrangements for EDA Grants

U.S. Department of Commerce, Office of Audits, has requested (attachments) that approved audit proposals or engagement letters be provided no later than November 13, 1978 for the following EDA Grant Projects:

Bear Creek Bridge #075126879
No. Powder River Bridge #075126988
Willamette Overflow Bridge #075127050
Shores Acres #075103643

As you will recall, we previously discussed the audit requirements associated with the acceptance of Federal Grants. At that time you stated the State Division of Audits would perform the necessary grant audits in conjunction with the regular audits of the Oregon Department of Transportation. Based upon this commitment we advised the U.S. Department of Commerce, Seattle Office, of this arrangement (see attachments). We also indicated that an audit schedule would be provided to them as soon as it was available.

Enclosed are copies of portions of the "Audit Instructions For Local Public Works Grants" that you requested today, which corresponds to the audit instruction references mentioned in the attached memos from the U.S. Department of Commerce, Office of Audits.

Please take appropriate action to meet the requirements of the U.S. Department of Commerce as they relate to the EDA Grant Projects listed above.

Additional information or questions should be directed to Paul Hatcher, Room 406 Transportation Building, Phone 378-2872.

Thank you for your cooperation.

MW:PH:cm

Attachments

cc/att.: F.B. Klaboe
H.S. Coulter
Dave Moehring
C.T. Keasey
Vern Skoog
Dave Talbot
Dick Unrein

125-1307

E. MERL WHITEMAN

Department of Transportation
Finance Branch 378-6810
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 31, 1978

U.S. Department of Commerce
Economic Development Administration
1700 Westlake Ave. N.
Suite 500
Seattle, WA 98109

Attention: Donald Gould

Dear Mr. Gould:

As you know, we have several projects in the Oregon State Highway Division and the Parks Branch which are funded by the Economic Development Administration.

The Grant agreements provide for audits. Your audit instructions for local Public Works Grants, Second Edition of March 1978, provides that audits will normally be performed by public audit organization. One of the requirements of a "Public Auditor" is that he be independent of the grantee organization performing the grants. The same audit instructions allows the state and local government audit organizations, in the course of their routine biennial audit of the grantee, to audit local Public Works Grants.

In the Oregon Constitution the Secretary of State is designated as auditor of public accounts. The law requires the Secretary of State to audit the accounts and financial affairs of all State agencies not less often than once every three years. Federal grants are audited at the same time the agency audit is conducted.

With this background, we are taking this means to inform you that we will be planning with the State Division of Audits to have audits made of local Public Works Grants as a part of the regular audit of the Highway Division and Parks Branch for the period July 1, 1976 to June 30, 1978.

A schedule of dates will be provided to you as soon as we can jointly prepare them.

continued

Name and phone numbers of State personnel involved in these matters are as follows:

E. Merl Whiteman
Manager, Finance Branch
Oregon Department of Transportation
Phone # 503-378-6810

Vern Skoog
Controller
Oregon Department of Transportation
Phone # 503-378-6808

George Renner
State Division of Audits
Oregon Secretary of State's Office
Phone # 503-378-3329

We will be looking forward to working with you.

Sincerely,

E. Merl Whiteman

E. Merl Whiteman
Manager, Finance Branch
Oregon Department of Transportation

#8624

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
August 1, 1978

FILE:

NOTED
E. S. HUNTER

FROM: Duane O. Christensen
Final Design Engineer

TO: Alfred Shirley, Jr.
Region 3 Engineer

SUBJECT: Oregon Coast Highway @
Cemetary Rd. (Millington)
Oregon Coast Highway
Coos County

Bear Creek Bridge
Coquille-Bandon Highway
Coos County

We have reviewed the project inspection reports for the subject projects and have the following comments:

BEAR CREEK BRIDGE

This was one of several projects prepared for contracting using EDA funds. This project was selected on very short notice, funding was limited, and right-of-way had to be cleared. Field work and design time was held to a bare minimum as there were definite time retraints under which the project had to be contracted and construction underway. The project plans were developed to the best extent possible, based on the limited information, funding and time available.

OREGON COAST HIGHWAY @ CEMETARY ROAD (MILLINGTON)

The deceleration lane could have been lengthened as noted; to do this other than by stripping, as indicated in your report, would have required additional sidewalk be removed and reconstructed.

This project was constructed with high hazard funds and as such were limited. Bids were originally opened in November of 1977 and rejected as being too high. The project was readvertised in January, 1978, and contracted at a price of $112,413 which was just under the authorized limit.

RECEIVED
TECHNICAL SERVICES
AUG 2'78
REFER TO
FOR
Info | Inves | R/D | D/R | [illegible] | [illegible] | [illegible]

DOC:ab
cc: E. S. Hunter
C. T. Keasey
L. K. Watson
W. E. Cole

Form 81-734-1384 (9-77)

8624

Oregon Department of Transportation
HIGHWAY DIVISION

PROJECT INSPECTION REPORT

Intermediate ☐
Final ☒

Project Name: Bear Creek Bridge				Contract No. 8624
Highway: Coquille-Bandon			County: Coos	Prefix No. 6-8208
Contract Time Elapsed 98 %	Contract Work Completed 100 %	Contract Work Quality: Good	Contract Work Progress: Complete	F.A. Project No. E.A.D. 07-51-26879
Inspection date: 7-18-78		By: James Gix		
In company with: George Hopkins, Eugene Ash, Dave Parker				

REMARKS
(Scope of inspection, Findings, Recommendations, Instructions, etc.)

Overall appearance of project is about average. Structure and channel work is adequate. The ride is poor and pavement has a below average appearance. Primarily this was the product of not enough work to build a 44' wide structure into a 24' wide roadbed. More planning is needed to handle this transition.

(USE ADDITIONAL SHEETS AS REQUIRED)

FINAL INSPECTION CHECKLIST

Never closed	Date opened to traffic or in operation
7-28-78	Date of Second Notification
--	Date Contractor's notice for semi-final inspection received
6-27-78	Date Contractor removed equipment, plant, etc.
7-20-78	Estimated submittal date of semi-final estimate
7-18-78	Recommended acceptance date of completed contract work

Original to: Construction Engineer
Copy to: Region Engineer
District Engineer
Resident Engineer
Project Mgt. (Final Only) ✓
FHWA (Final F.A. Only)
Project Engineer (If Applicable) 4

Signed James Gix

Title Region Construction Engineer

8624

FORM 81-734-5001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Bear Creek Bridge		WEEK ENDING: July 15, 1978
		SECTION PREFIX: 6-8208
HIGHWAY: Coquille - Bandon		COUNTY: Coos
NAME OF JOB: Bear Creek Bridge	KIND OF WORK: Structure	
CONTRACTOR: Hamilton Construction Co.	CONTRACT NUMBER: 8624	FEDERAL AID PROJECT NUMBER: EDA 07-51-26879
DATE OF CONTRACT: November 15, 1977	DATE WORK STARTED: December 12, 1977	ESTIMATED COMPLETION DATE: June 28, 1978
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 210	CALENDAR DAYS USED 206
PROJECT AUTHORIZATION: $216,773.65	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 98%
EXCLUSIVE OF ENGINEERING: $199,584.55	ENGINEERING AUTHORIZATION $17,189.10	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $198,460.80	ENGINEERING COST TO DATE $19,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 0.6 %	PERCENT OF AUTHORIZATION 113 %	DATE PROJECT WAS COMPLETED: June 28, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 9				
MONDAY 10				
TUESDAY 11				
WEDNESDAY 12				
THURSDAY 13				
FRIDAY 14				
SATURDAY 15				

RECEIVED
JUL 17 1978
CONSTRUCTION BRANCH

Keasey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Imlos, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 9	
MONDAY 10	No work all week.
TUESDAY 11	
WEDNESDAY 12	
THURSDAY 13	
FRIDAY 14	
SATURDAY 15	

REMARKS

Final inspection not held this week. Will be held this coming week.

Semi'final material to be mailed in by July 20th.

Jeorge Hopkins visited project Wed. morning, July 12th.

SIGNED _____ LOCATION Coquille

Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

U.S. DEPARTMENT OF COMMERCE
Office of Audits
WESTERN REGIONAL OFFICE
450 Golden Gate Avenue
Box 36134
San Francisco, California 94102

March 9, 1979

Bear Creek Bridge

075126879
ORE DEPT OF TRANS
207 TRANS. BLDG
SALEM OR 97310

PROJECT MANAGEMENT
OFC
ENG
OPS
ORE
19 '79

SUBJECT: Engagement of Auditor

REFERENCE: Audit Instructions for Local Public Works Grants under Title I of the Public Works Employment Acts of 1976 and 1977, Second Edition, March 1978 and Revision 1 thereto.

According to the latest information furnished to this office by the Economic Development Administration (EDA) Seattle, Washington as of January 31, 1979, your project has been completed or will be completed this year and no action has been taken to engage auditors to perform the audit of your grant, as required by the referenced audit instructions.

The above referenced audit instructions specifically outline the requirements for audit of EDA-LPW grants. You are requested to take immediate action to comply with these requirements.

Although your project may not be complete for some time, we encourage you to engage your auditor now. The audit can then be scheduled to meet the grant requirements and the work schedule of the auditor.

To assist you, the applicable paragraphs of the referenced audit instructions are set forth below:

Page 25 - Paragraph V.A.1.
Page 26 - Paragraph V.A.2.b.
Page 14 - Paragraph IV.A.
Page 15 - Paragraph IV.B.
Page 16 - Paragraph IV.C.
Page 18 - Paragraph IV.C.2
Page 1 - Appendix A - Suggested Format for Auditor's Proposal Letter.

A copy of your approved audit proposal or engagement letter should be sent to this office no later than close of business April 13, 1979.

3/20/79
Original to: Paul Hatcher - please take action on this.
Dick Ulmer
cc: C.T. Kease
H.S. Coulter

If you have any questions regarding this letter or doubts regarding the requirements for engaging auditors, please contact Mr. Edw. E. Wolfe on (415) 556-0149. (Monday - Friday 7:30 am - 4:00 pm). It is imperative that the above date be met. If there are extenuating circumstances which prevent you from meeting this date, or your project completion date is in error, Mr. Wolfe should be informed as soon as possible.

Your timely response will be appreciated and make it unnecessary to contact you again regarding this matter.

Sincerely,

Miguel P. Barrios Jr.

Miguel P. Barrios, Jr., Regional Director
San Francisco Regional Office
Office of Inspector General

EEW:jj

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109

(206) 442-7000

February 15, 1978

Mr. D. H. Moehring
Project Management Engineer
Oregon Department of Transportation
207 Transportation Building
Salem, Oregon 97310

Re: EDA Project Number 07-51-26879
Bear Greek Bridge

Dear Mr. Moehring:

EDA concurs with the evidence you have submitted that as of December 12, 1978, on-site labor on the project commenced. This satisfies the requirement of start of on-site labor for this project.

Your attention is directed to the instructions for disbursement procedures and related reporting requirements appearing on on pages 17 through 23, and Exhibits 1 through 6, in the Engineering and Construction Guidelines for the Local Public Works Capital Development and Investment Program.

When you receive your Letter of Credit, it will authorize the Federal Reserve Bank to release a portion of the Grant amount to you in a series of draws, to be requested by you as cash needs arise. Each draw is to be for at least $10,000, unless the remaining availability is less than that amount. The draw is to be initiated by presentation of Form TUS-5401 (Payment Voucher on Letter of Credit) to the commercial bank you have designated for this project, for forwarding to the Federal Reserve Branch Bank indicated in your Letter of Credit. If your request is in order, the amount being drawn will be transferred from the Federal Reserve to your commercial bank and then to your checking account. The commercial bank should advise you when the amount drawn is actually on deposit and available to you for disbursement.

The "amount authorized" in the initial Letter of Credit may be drawn without any further approval from this agency. However, availability of the remainder of the Grant will

2/20/78
original to: C.T. Kaisey
copy to: V.E. Steeg

NOTED
RICHARD UNREIN

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☐ FAE ☒ OPE ☐
FEB 23 1978

File: PM FA
TAA _____ LG OP

require EDA action to increase the amount authorized by amendment of the letter of credit. Such action is to be preceded by your submission to this office of a Form ED-530A, 40% MBE report and a completed Form ED-113 (Outlay Report and Request for Reimbursement for Construction Programs), together with your certification, and our project engineer's concurrence, that project construction is at least 40 percent complete. At this time, the remainder of the Grant amount will be authorized in most cases. You will receive an adequate supply of Form ED-113, together with detailed instructions for its preparation, prior to reaching 40 percent completion.

Please also note that Form CD-286 (Report on Federal Cash Transactions), is to be submitted within 15 working days after the close of each calendar quarter. A supply of this form should be included in the mailing which transmits your copy of the Letter of Credit.

If you have questions regarding the matters discussed above, please contact the EDA project team leader assigned to this project.

Sincerely,

David L. Witschi

por Donald L. Gould
LPW Division

8624

9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 31, 1978

U. S. Department of Commerce
Economic Development Administration
1700 Westlake Avenue North
Seattle, WA 98109

Attn: Mr. Bill England
Project Management Specialist
Civil Rights Division

Re: EDA Project 07-51-26879
State Contract 8624
Bear Creek Bridge Section

Dear Mr. England:

Enclosed is ED-530, Part B, for the above referenced project.

The minority subcontractor, Metis, Inc., is one of three proposed minority subcontractors for this project. This subcontract of $10,860.00 is 5.2% of the original grant, The total minority participation to date is 10.4%.

Very truly yours,

Gareld Inloes

For: C. T. Keasey
Construction Engineer

GI:mk

Attach.

bc: H. S. Coulter
Gareld Inloes

RECEIVED
STATE HWY ENGR
FEB 1'78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
H.S.COULTER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8624

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 16, 1978

U. S. Department of Commerce
Economic Development Administration
1700 Westlake Avenue North
Seattle, WA 98109

Attn: Mr. Bill England
Project Management Specialist
Civil Rights Division

Re: EDA Project 07-51-26879
State Contract 8624
Bear Creek Bridge Section

Dear Mr. England:

Enclosed is ED-530, Part B, for the above referenced project.

The minority material supplier, G & A Enterprises, Inc., is the only proposed minority material supplier for this project. This agreement of $2,107.00 is 1.0% of the original grant. The total minority participation to date is 5.2%.

Very truly yours,

Gerald Isbell

For: C. T. Keasey
Construction Engineer

NOTED
H.S.COULTER

GI:mk

Attach.

bc: H. S. Coulter

RECEIVED
STATE HWY ENGR
JAN 17'78
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FOR
Info | Inves | R/D | D/R | Sign | Act | File

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109
(206) 442-7000

December 22, 1977

Mr. D. H. Moehring, Manager
Office of Project Management
Oregon Department of Transportation
Project Management Branch
207 Transportation Building
Salem, Oregon 97310

Re: EDA Project Number 07-51-26879
Bear Creek Bridge

Dear Mr. Moehring:

In reference to your letter of December 9, 1977, requesting a project budget revision, EDA has reviewed and approved the request.

We have enclosed the new approved budget (Form ED-508). As you have previously been advised, expenditures are not to exceed any budget line item without prior EDA approval.

Sincerely,

Donald L. Gould
LPW Division

Encl: Form ED-508

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☐ FAE ☒ OPE ☐
DEC 27 1977
File: PM FA
TAA _____ LG OP

12/28/77
Copy to:
C. T. Kerley

Form ED-503 LPW
(6-73)

U.S. DEPARTMENT OF COMMERCE
ECONOMIC DEVELOPMENT ADMINISTRATION

Attachment No. 1

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

EDA Project No. 07-51-26879 State Oregon County Coos County

Line Items	Previous	Approved Revision
Administrative Expense	$	$
Architectural/Engineering (Updating and/or completion of Plans and Specifications)		
Other Architectual Engineering Fees		
Project Inspection Fees	21,000	10,415
Relocation Expenses		
Relocation Payments to Individuals and Businesses		
Demolition and Removal (a) Labor (b) non-Labor		
Construction and Project Improvement (a) Labor (b) non-Labor	64,584 110,416	66,286 123,104
Equipment		
Contingencies	14,000	10,195
Total Estimated Costs	$ 210,000	$ 210,000

Remarks:

Effective Date: December 19, 1977

8624

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 21, 1977

U. S. Department of Commerce
Economic Development Administration
1700 Westlake Avenue North
Seattle, WA 98109

Attn: Mr. Bill England
Project Management Specialist
Civil Rights Division

Re: EDA Project No. 07-51-26879
State Contract 8624
Bear Creek Bridge Section

Dear Mr. England:

Enclosed is ED-530, Part B, for the above referenced project.

The minority subcontractor, Benge Paving, Inc., is one of three proposed minority subcontractors for this project. This subcontract of $8,910.00 is 4.2% of the original grant. The total minority participation to date is 4.2%.

Very truly yours,

C. T. Keasey
Construction Engineer

GI:mk

Attach.

bc: H. S. Coulter ✓
Larry Jacobson
Gareld Inloes

RECEIVED
STATE HWY ENGR
DEC 22 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H.S.COULTER

Jacobsen's Copy

MINORITY BUSINESS ENTERPRISE UTILIZATION REPORT

Part B

NOTE: Each minority business enterprise receiving funds through a Local Public Works Round II Grant pursuant to Title I, Section 106 (f) (2) of the Public Works Employment Act of 1976, as amended (P.L. 94-369) must complete this Certification as soon as a binding contract to provide services or supplies is executed. The Grantee must submit this Certification to the EDA Regional Office. See reverse side for further instructions.

Name of Grantee (APP)	2. IRS Number	3. EDA Project Number (PRJ)
Oregon Dept. of Transportation, Hwy.Division	93-6001765	07-51-26879

Minority Firm Information:

Name (MFN) BENGE PAVING, INC.

IRS Number (IRS) 93-060-2130

Address:

Street (MFA) P.O. Box 256

City (MFC) Eugene

State (MFS) Oregon

Zip Code (MFZ) 97440

CERTIFICATION: The undersigned official(s) of the named Minority firm certifies the following:

a. That the named firm is a bona fide Minority Business Enterprise at least 50 percent of which is owned by minority group members, or in case of a publicly owned business, at least 51 percent of the stock of which is owned by minority group members. For purposes of the preceding sentence, minority group members are citizens of the United States who are Negroes, Spanish-Speaking, Orientals, Indians, Eskimos and Aleuts; and

b. That the named Minority Business Enterprise has executed a binding contract to receive (AG$) $8,910 dollars for the provision of (ATS) Item # S 11 and 12 (indicate services or supplies involved) in conjunction with the named Local Public Works Round II Project. In the case of joint ventures or similar arrangements, each participant must sign below:

c. Indicate below the percentage of ownership by minority category. In the case of joint ventures, identify the percentage of minority participation in the joint venture.

Category	Percentage of Ownership
Negro	(NEG)
Oriental	(ORI)
Spanish-Speaking	(SPA) 51%
American Indian	(IND)
Aleuts	(ALT)
Eskimos	(ESK)
Must total at least 50 per cent or 51 per cent in the case of a publicly owned business	

Scott Benge - Asst. Corp. Secretary
Name and Title of Authorized Official of the Named Minority Firm (MFO)

503-342-8238
Phone Number (MFF)

Signature Asst. Corp. Secretary

12-9-77
Date (MFD)

Name and Title of Authorized Official of the Named Minority Firm (M2O)

Phone Number (M2F)

Name of Grantee (APP)	2. IRS Number	3. EDA Project Number (PRJ)
Oregon Dept. of Transportation, Hwy. Division	93-6001765	07-51-26879

Minority Firm Information:

Name (MFN) BENGE PAVING, INC.

IRS Number (IRS) 93-060-2130

Address:

Street (MFA) P.O. Box 256

City (MFC) Eugene

State (MFS) Oregon

Zip Code (MFZ) 97440

CERTIFICATION: The undersigned official(s) of the named Minority firm certifies the following:

a. That the named firm is a bona fide Minority Business Enterprise at least 50 percent of which is owned by minority group members, or in case of a publicly owned business, at least 51 percent of the stock of which is owned by minority group members. For purposes of the preceding sentence, minority group members are citizens of the United States who are Negroes, Spanish-Speaking, Orientals, Indians, Eskimos and Aleuts; and

b. That the named Minority Business Enterprise has executed a binding contract to receive (AG$) $8,910 dollars for the provision of (ATS) Item # S 11 and 12 (indicate services or supplies involved) in conjunction with the named Local Public Works Round II Project. In the case of joint ventures or similar arrangements, each participant must sign below:

c. Indicate below the percentage of ownership by minority category. In the case of joint ventures, identify the percentage of minority participation in the joint venture.

Category	Percentage of Ownership
Negro	(NEG)
Oriental	(ORI)
Spanish-Speaking	(SPA) 51%
American Indian	(IND)
Aleuts	(ALT)
Eskimos	(ESK)
Must total at least 50 per cent or 51 per cent in the case of a publicly owned business	

Scott Benge - Asst. Corp. Secretary
me and Title of Authorized Official of the Named Minority Firm (MFO)

503-342-8238
Phone Number (MFF)

Scott R Benge
nature Asst. Corp. Secretary

12-9-77
Date (MFD)

me and Title of Authorized Official of the Named Minority Firm (M2O)

Phone Number (M2F)

nature

Date (M2D)

PLEASE NOTE: CHARACTERS IN PARENTHESES ARE FOR OFFICIAL USE ONLY

M ED-330 (7[illegible]71)

USCOMM-DC 64184-P77

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
DEC 13 1977

File: PM FA
TAA LG OP

12/13/77 Original to C.T. Kelsey

UNITED STATES DEPARTMENT OF COMMERCE
Economic Development Administration
Washington, D.C. 20230

ORE DEPT OF TRANS
PROJ MGT. BRANCH
207 TRANS. BLDG
SALEM OR 97310

L-OR-5039-0 075126879 770916

Bear Cr.

MEMORANDUM FOR: LOCAL PUBLIC WORKS GRANTEE
AND LPW EVALUATION REPRESENTATIVE

SUBJECT: Evaluation of the Local Public Works Program

Selection of your project for program evaluation

Your Local Public Works (LPW) project has been selected for evaluation of the Local Public Works Capital Development and Investment Program being conducted by the Economic Development Administration (EDA). The purpose of this evaluation is to ascertain the economic impact of the Local Public Works Program--the largest public works program since the 1930's. It is anticipated that approximately 4,000 projects will be included in this evaluation effort. A successful LPW evaluation will provide the Congress, the Administration, and the public with a better understanding of the benefits of this type of program. This important evaluation effort will require your full cooperation in carefully fulfilling the LPW Grantee responsibilities which are outlined in this letter.

Need for Grantee to appoint an LPW Evaluation Representative

Of primary importance is the need for the Grantee to immediately select an LPW Evaluation Representative to serve as EDA's contact for matters pertaining to EDA's requirements for the collection of evaluation data. The Grantee can select any individual qualified to assume the responsibilities as outlined in the paragraph below. One consideration is to include the role of the Evaluation Representative as part of the functions of the Project Coordinator or the Project Clerk, if either of these two positions exist. Hiring an individual for either of these two positions must be based upon the conditions specified in 5 and 6 respectively in the Second Edition of Engineering and Construction Guidelines for Local Public Works Capital Development and Investment Program.

Specific responsibilities of the LPW Evaluation Representative are:

(1) to inform EDA (on Form ED-747) of each Contractor and Subcontractor to perform on-site construction work on the Grantee's LPW project;

(2) to establish a mechanism insuring that each Contractor and Subcontractor performing on-site construction work submits payroll data (on Form ED-746) to EDA (with a copy to the Grantee) for each pay period;

(3) to monitor submitted payroll data and to take appropriate action to insure that each Contractor and Subcontractor submits a properly completed payroll reporting form for each pay period; and

(4) to satisfactorily respond to all of EDA's requests for assistance pertaining to data matters.

NOTE: Omit architectural, consulting and engineering firms. See the enclosed June 22, 1977 memorandum (Guidelines for reporting and non-reporting of employees for a pay period on ED-746 Payroll Reporting Form) by Anthony J. Sulvetta for an explanation as to (1) which organizations and firms are to submit Form ED-746 payroll reporting forms and therefore are to be identified on Form ED-747 and (2) which employees are to be reported on Form ED-746.

Importance of LPW Evaluation Representative

The enclosed copy of this letter should immediately be given to the appointed LPW Evaluation Representative. It is essential that the Evaluation Representative completely understands the intent and the uses of Form ED-747 and Form ED-746 (as well as their respective instructions) with which EDA will collect data for the evaluation of the LPW program. These forms are discussed below:

(1) Form ED-747 -- Identification of LPW Evaluation Representative, Contractors and Subcontractors. This form is used:

(a) to identify the Grantee-appointed LPW Evaluation Representative; and

(b) to identify each Contractor and Subcontractor to perform on-site construction work. The Evaluation Representative should immediately identify these Contractors and Subcontractors as they become known.

(2) Form ED-746 -- Local Public Works Payroll Reporting Form. Every Contractor and Subcontractor performing on-site construction work on your LPW project must submit an ED-746 payroll form by mail to EDA (with a copy to the Grantee) for each of its pay periods until completion of its work on the project. The Evaluation Representative is responsible for the submission of correctly completed payroll forms by each Contractor and Subcontractor. The Evaluation Representative will also distribute blank forms and provide guidance, as required, to assure proper completion and submission of forms. An initial supply of these forms are enclosed. Contractors and Subcontractors are to be informed that additional ED-746 Payroll Reporting Forms may be obtained either from the Evaluation Representative or from EDA through direct request to the address printed on the form.

Need to comply with program evaluation requirements

The Economic Development Administration recognizes the additional effort required of organizations and firms in reporting LPW evaluation data. However, it is EDA's belief that the benefits to be derived from this comprehensive analysis will be well worth the additional effort. Please be aware that your acceptance of the Grant Offer commits you to submitting the requested information. (Refer to Section D, item 30, of the Standard Terms and Conditions, Exhibit "B-LPW.")

Obtaining answers to questions about LPW program evaluation

Should the appointed LPW Evaluation Representative, or anyone else, have questions concerning the completion and submission of forms, ED-747 and ED-746, please call EDA's Information Systems and Services Division (telephone number (202) 377-4781, collect) and ask for the "LPW Evaluation Desk." Questions relating to the purpose of the evaluation, types of analysis to be performed, etc., should be directed to Robert Wilson of EDA's Program Analysis Division (telephone number (202) 377-4720, collect).

Thank you for your valuable assistance in the important evaluation of the LPW program.

Sincerely,

Robert T. Hall
Assistant Secretary
for Economic Development

8624

RECEIVED

'77 DEC 5 PM 12:52

USA FTRC

12/5/77 Copies sent to Kinsey & Shirley Pol.

CONFIRMATION COPY

of a Telotype Message Telephoned

To Mrs. Lawrence By Co

On 12-5 At 1322

GENERAL SERVICES ADMINISTRATION
Federal Telecommunications System
FONE: 503 221-2181

TELEGRAPHIC MESSAGE

SEATTLE FTRC

FROM OR AGENCY: Donald L. Gould Dept. of Commerce - EDA Federal Bldg. Room 644 915 Second Avenue Seattle, WA 98714	PRECEDENCE: Urgent ACTION: INFO.	SECURITY CLASSIFICATION: '77 DEC 5 AM 11:37
ACCOUNTING CLASSIFICATION: CEDA D702/1563-00/5600/230	DATE RELEASED: 12/1/77	TYPE OF MESSAGE: [X] SERVICE [ ] NIGHT [ ] ACCEPTANCE/REPORT
FOR INFORMATION CALL: David F. Woods WPG FOR DONALD L. GOULD	PHONE NUMBER: (206) 442-7500	

THIS SPACE FOR USE OF COMMUNICATION UNIT

MESSAGE TO BE TRANSMITTED (Use double spacing and all capital letters)

TO: MR. D. H. MOEHRING (503) 378-6563
PROJECT MANAGEMENT ENGINEER
OREGON DEPARTMENT OF TRANSPORTATION
207 TRANSPORTATION BUILDING
SALEM, OREGON 97310

RE: EDA PROJECT NUMBER 07-51-26879
BEAR CREEK BRIDGE

YOU ARE AWARE THROUGH OUR TELEPHONE CALLS OF EDA'S CONCERN THAT YOU COMPLY WITH THE 90 DAY ON-SITE LABOR REQUIREMENT WHICH YOU HAVE ASSURED US YOU CAN MEET. WE HAVE NOT RECEIVED WRITTEN EVIDENCE THAT YOU HAVE MET THE APPROACHING DEADLINE. YOU ARE REMINDED THAT YOU MAY NOT DRAW AGAINST THE LETTER OF CREDIT UNTIL EDA CONFIRMS YOUR COMPLIANCE WITH THE REQUIREMENT AND FURTHER THAT NON-COMPLIANCE COULD RESULT IN TERMINATION OF THE GRANT OFFER. A COPY OF THIS MESSAGE IS BEING SENT TO YOUR DEPOSITORY BANK FOR THEIR INFORMATION.

YOU AND YOUR BANK WILL BE ADVISED BY EDA WHEN SATISFACTORY EVIDENCE OF TIMELY COMPLIANCE WITH THE ON-SITE LABOR REQUIREMENT HAS BEEN RECEIVED.

83

FONE: 503 221-2181

Copy to Ed & Shirley for info.

GRAPHIC MESSAGE

SEATTLE FTRC

Donald L. Gould Dept. of Commerce - EDA Federal Bldg. Room 644 915 Second Avenue Seattle, WA 98714	PRECEDENCE: Urgent ACTION: INFO:	77 DEC 5 AM 11:37
CLASSIFICATION: CEDA D702/1563-00/5600/230	DATE/TIME FILED: 12/1/77	TYPE OF MESSAGE: [X] SECURE [ ] ROUTINE [ ] AUTHENTICATION
FOR INFORMATION CALL: David F. Woods WPL for DONALD L. GOULD	PHONE NUMBER: (206) 442-7500	

THIS SPACE FOR USE OF COMMUNICATION UNIT

MESSAGE TO BE TRANSMITTED (Use double spacing and all capital letters)

TO: MR. D. H. MOEHRING (503) 378-6563
PROJECT MANAGEMENT ENGINEER
OREGON DEPARTMENT OF TRANSPORTATION
207 TRANSPORTATION BUILDING
SALEM, OREGON 97310

RE: EDA PROJECT NUMBER 07-51-26879
BEAR CREEK BRIDGE

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YOU AND YOUR BANK WILL BE ADVISED BY EDA WHEN SATISFACTORY EVIDENCE OF TIMELY COMPLIANCE WITH THE ON-SITE LABOR REQUIREMENT HAS BEEN RECEIVED.

cc: U. S. NATIONAL BANK
LADD & BUSH BRANCH
302 STATE STREET
SALEM, OREGON 97301

ACCOUNT # 0102-513

PAGE NO	NO. OF PGS.	SECURITY CLASSIFICATION

5

8624

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109
(206) 442-7000

November 9, 1977

Mr. D. H. Moehring
OR Dept. of Transportation
207 Transportation Building
Salem, OE 97310

Bene Ck.

Will Overflow
MP 30.4

Re: EDA Project Number 07-51-26879 and 07-51-27050

Dear Mr. Moehring:

This is to inform you that we have received information about your special condition regarding review by the Department of Wildlife & Fish. Based on this information, we have determined that you have complied with this special condition.

If you have any other questions regarding this special condition or other environmental special conditions attached to your grant offer, please contact Michael Jonas. Envirnmental Protection Specialist, at (206) 442-7000.

Sincerely,

Donald L. Gould

Donald L. Gould
LPW Division

8624

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109
(206) 442-7000

November 3, 1977

Mr. D. H. Moehring
Project Management Engineer
Oregon Department of Transportation
207 Transportation Building
Salem, OR 97310

Re: EDA Project No. 07-51-26879 V

Dear Mr. Moehring:

This is to inform you that we have received information about your special condition regarding the SHPO Survey. Based on this information, we have determined that you have complied with this special condition.

If you have any other questions regarding this special condition or other environmental special conditions attached to your grant offer, please contact Michael Jonas, Environmental Protection Specialist, at (206) 442-7000.

Sincerely,

Donald L. Gould
LPW Division

RICHARD UNREIN

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
NOV 7 1977

File: PM FA
TAA _____ LG OP

8624

October 28, 1977

Mr. Donald L. Gould
LPW Division
Economic Development Administration
1700 Westlake Avenue, North
Seattle, Washington 98109

Dear Mr. Gould:

SUBJECT: Project Documents
EDA Projects Nos.: 07-51-26879
07-51-26988
07-51-26989
07-51-27019
07-51-27050

We are enclosing the following information pertaining to the subject projects:

1) Names of ODOT personnel, authorized to handle EDA project funds and evidence of bonding.

2) Name of project coordinator and his resume.

3) Completed Title VI Civil Rights Assurances (Form ED-503) for each project.

Very truly yours,

D. H. Moehring, Manager
Project Management

RU:dmc
Enclosure

bc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
C. T. Keasey
J. H. Versteeg
V. E. Skoog
Region 2
Region 3
Region 5

ODOT PERSONNEL AUTHORIZED TO HANDLE EDA PROJECT
FUNDS AND EVIDENCE OF BONDING

(1) The following ODOT employees are authorized to make disbursement of funds for EDA project numbers 07-51-26879, 07-51-26988, 07-51-26989, 07-51-27019, and 07-51-27050:

H. S. Coulter, Highway Engineer
E. S. Hunter, Technical Services Engineer
C. T. Keasey, Construction Engineer
V. E. Skoog, Controller

(2) These ODOT employees are covered by a State of Oregon Public Employees Blanket Honesty and Faithful Performance Bond issued by the Aetna Insurance Company under Policy No. F136068 (attached).

PROJECT COORDINATOR AND RESUME

COORDINATOR:

Mr. C. T. Keasey, Construction Engineer, 504 Executive House, 325 13th Street N.E., Salem, Oregon 97310, (503)378-6318 has been designated as our Project Coordinator for Project Nos.:

07-51-26879
07-51-26988
07-51-26989
07-51-27019
07-51-27050

RESUME:

(See attached resume)

SALARY:

Mr. Keasey's salary will not be paid from EDA project funds.

Form ED-333
(8-75)

U. S. DEPARTMENT OF COMMERCE
ECONOMIC DEVELOPMENT ADMINISTRATION

OMB Approval Not Required

Name of Project Bear Creek Bridge
City and State Oregon Department of Transportation
Project No. 07-51-26879

ASSURANCES OF COMPLIANCE WITH THE DEPARTMENT OF COMMERCE AND THE ECONOMIC DEVELOPMENT ADMINISTRATION REGULATIONS UNDER TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AND PUBLIC LAW 92-65

This form applies to: A. all Recipients receiving Federal financial assistance from the Economic Development Administration including: 1. applicants; 2. recipients of Federal financial assistance received from another recipient; 3. subgrantees; 4. leasees of or operators for a recipient; 5. successors, assignees or transferees, but not ultimate beneficiaries; and B. Other Parties to include any governmental, public or private agency, institution, organization or other entity, or any individual who has a direct or substantial participation in the program or project receiving Federal financial assistance from EDA, such as contractors, subcontractors, providers of employment, or users of the facilities or services.

Oregon Department of Transportation, Highway Division,
Name of Recipient or Other Party

(hereinafter called the "Recipient or Other Party") assures that as a Recipient or Other Party receiving Federal financial assistance from the Economic Development Administration, it will comply with Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d), the requirements imposed by or pursuant to Regulations, issued for the Department of Commerce and designated as 15 CFR Subtitle A Part 8, and any amendments thereto.

The Recipient or Other Party further agrees to comply with the provisions of Section 112 of Public Law 92-65 (42 USC 3123), the requirements imposed by or pursuant to the Regulations of the Economic Development Administration promulgated in 13 CFR Part 311 and any amendments thereto. In addition, Recipient agrees to secure the compliance or to cooperate actively with EDA to secure the compliance by others with the acts and the regulations.

Such requirements hold that no person in the United States shall on the ground of race, color, national origin, or sex be excluded from participation in, be denied the benefits of or be otherwise subjected to discrimination under any program or activity for which Federal financial assistance has been extended.

In accord with these assurances and without limiting the above, the Recipient or Other Party agrees that these assurances shall be binding upon them, their grantees, assignees, transferees, leasees, and successors in interest. These assurances shall also be binding through every modification or amendment to this project.

The Recipient or Other Party acknowledges that it has received and read the Department and EDA regulations, and that it is aware that if there appears to be a failure or threatened failure to comply with this part, and if the noncompliance or threatened noncompliance cannot be corrected by informal means, compliance with this part may be effected by the suspension or termination of or refusal to grant or to continue Federal financial assistance or by any other means authorized by law.

Total number of present employees approximately 2,950.
This assurance is made and accepted this 28th day of October, 19 77, for Oregon Dept. of Transportation, Highway Division
Recipient or Other Party

By C. T. Keasey (Type Name) — 129 Transportation Bldg., Salem, OR 97310 (Address)

Acting State Highway Engineer (Title) — (503) 378-6891 (Telephone Number)

C T Keasey
(Signature)

I, F. B. Klaboe, as Secretary of _____,

Inc., a corporation organized and existing by virtue of the laws of the

State of _____; or as Chief of Operations
Authorized State Official

of the State of Department of Transportation Oregon; or as _____
Authorized Official

of the county or municipality of _____ in the State of _____,

do hereby certify that the foregoing officer who executed this assurance has full authority to bind the Recipient or Other Party. In witness whereof I set my hand ~~and affixed the corporate seal~~ this 28th day of October, 19 77.

F B Klaboe
(Secretary or other Official)

FORM ED-333 (1-75)

USCOMM-DC 18346-P75

8624 8624

October 24, 1977

Mr. C. Mark Smith
Western Region Director
Economic Development Administration
Suite 500, Lake Union Building
1700 West Lake Avenue, North
Seattle, Washington 98109

Dear Mr. Smith:

SUBJECT: Special Condition No. 4
Project No. 07-51-26879
Bear Creek Bridge
Coquille-Bandon Highway
Coos County

Enclosed is a letter dated October 19, 1977 from the Department of Fish and Wildlife. They have reviewed our plans and specifications for the subject project and do not anticipate any significant impacts to fish and wildlife.

This letter satisfies Special Condition No. 4 for Project No. 07-51-26879.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

for D. H. Moehring, Manager
Project Management Section

RU:dmc
Enclosure

bc: H. S. Coulter
E. S. Hunter
C. T. Keasey
J. H. Versteeg
Region 3

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
OCT 24 '77
REFER TO
FOR
Info Approves R/D D/R Sign Act File

ROBERT W STRAUB
GOVERNOR

Department of Fish and Wildlife
OFFICE OF THE DIRECTOR
506 S.W. MILL STREET, PORTLAND, OREGON 97208

October 19, 1977

Mr. J. H. Versteeg
Department of Transportation
Oregon State Highway Division
223 Transportation Building
Salem, Oregon 97310

BEAR CREEK BRIDGE SECTION
COQUILLE-BANDON HIGHWAY
COOS COUNTY

Dear Mr. Versteeg:

We have reviewed plans and special conditions submitted for the above project and find our previous comments included. Thus, we do not anticipate any significant adverse impacts to fish and wildlife.

If we can be of further assistance, please call.

Sincerely,

Brent O. Forsberg

BRENT O. FORSBERG
STAFF BIOLOGIST
ENVIRONMENTAL MANAGEMENT SECTION

BOF:ek

8624

9

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

October 17, 1977

Mr. C. Mark Smith, Regional Director
Economic Development Administration
Suite 500, Lake Union Building
1700 Westlake Avenue, North
Seattle, WA 98109

Dear Mr. Smith:

SUBJECT: Project No. 07-51-26879
Bear Creek Bridge
Coquille-Bandon Highway

Attached is our latest cost estimate for the subject project. We have reviewed the estimate and consider the costs to be reasonable.

We have obtained all the necessary Federal, State and local approvals necessary to contract the subject project. Copies of the following approvals are attached:

Permit No. 2725, Division of State Lands
Permit No. 147-77, U.S. Coast Guard

We plan to advertise for bidders on October 20, 1977 and open bid proposals on November 10, 1977.

Very truly yours,

AL SIGNED BY
D. E. SWAN

D. H. Moehring
Project Management Engineer

RU:ljt
Att.

bc: H. S. Coulter
E. S. Hunter
J. H. Versteeg
C. T. Keasey
A. Shirley, Jr., Region 3

RECEIVED
STATE HWY ENGR
OCT 17 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Section BEAR CR. BRIDGE Programming Estimate $ 217000

Highway COQUILLE - BANDON Project Length

County COOS Completion Time 210 Col. Days

Kind of Work Structure

Prefix 106-1429 Project No. 01-51-26879

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 191792-

Anticipated Additional Items:

Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	100	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	500	
State Furnished		
Install Water Meter		$ 1600
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Misc. Permit Fees		
Information Sign	1000	

$ 193,392.00

Contingencies (4-1/2%) 6202.64

Engineering (9 %) 17405.28

~~SUBTOTAL~~ $

~~Credit for~~

Estimated Net Authorization, Construction $ 219,499.92

APPROVED

J. H. Weinstock

Road Design Engineer

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2

Date

Section E

County

Kind Of Work

Length

Name

9-12-77

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (8%)			1111		14,000
	Temporary Protection and Direction of Traffic					2000
	Temporary Signs			74	6 —	1044
	Temporary Continuous Line Traffic Control, Reflectorized Paint			303	5 —	1500
	Temporary Guard Rail, Type IA				6 —	300
	Temporary Signal Installation					8000
	Flagger			240	18 00	4320
	Temporary Control of Traffic		LS	All	—	1,000 00
	Excavation		Cu Yd	166	7 50	245
	Structure Excavation		Cu Yd	76	10 00	760
	Riprap		Cu Yd	99	15 50	1740
	Class "C" Asphalt Concrete		Ton	55	40 00	2200
	6-inch Drain Pipe		Lin Ft	160	3 75	600
	Special Filter Material			9	15 00	135
	Guard Rail, Type 2A			150	20 00	3000
	Guard Rail, Type 3			100	25 00	2500
	Guard Rail Transition Section		Each	4	300 00	1200
	Pre-Cast Concrete Apron		Each	4	125 00	500
	Rock Fill		Cu Yd	151	80 00	12080
	Type I Fence		Lin Ft	675	2 00	1350

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2

Date

Section Bear Creek

County

Kind Of Work

Length

Name Day

No	Item	Code	Unit	Quant.	Unit Cost	Total
	STRUCTURE					
	Bridge Removal		All	All		10,000
	Structure Excavation		C.Y.	35	10	350
	Furnish Pile Driving Equipment		All	All		5000
	Furn. & Drive Prestressed Concrete Piles		Lin. Ft.	2556	9	23,004
	Drive Prestressed Concrete Piles		Lin. Ft.	2468	3	7404
	Structural Concrete, Class 3300 (3000 psi)		L.S.	All		14,000
	4'x 15'/20' Prestressed Slabs		Lin. Ft.	22	720	15,840
	4'x 55/60' Prestressed Slabs		Lin. Ft.	11	3500	38,500
	Reinforcement	721	L.S.	All		2520
	Four Tube Metal Railing		Lin. Ft.	190	25	5750
	Asphalt-Rubber Chip Seal		Sq. Yd.	470	1	470

FROM DIVISION OF STATE LANDS

Highway Job No. 199
Bear Creek
c/r PN 77-N-12

Preliminary
Revised
ATTACHMENT A

Special Conditions for Material Removal/Fill Permit No. 2725

1. This permit authorizes the removal of up to 50 cubic yards of soil and the replacement of up to 20 cubic yards of soil fill necessary to the replacement of Bear Creek Bridge as outlined on the attached permit application, plans and specifications (OSHD Job 199).

2. The operation shall be conducted in a manner that will prevent any turbidity increase when background turbidity is 30 JTU's or less, or more than a 10% increase when background turbidity is more than 30 JTU's.

3. Waste materials and spoils shall be placed above the bankline.

4. There shall be no in-water removal or filling in the permit area between September 15 and June 15.

5. The stream shall not be diverted from the natural bed.

6. The stream shall not be diverted within the natural bed.

7. No fresh concrete shall come in contact with the active flowing stream.

8. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

September 8, 1977

Versteeg
Christensen copy
George
Olson
Turpin copy
Sullivan copy
Scott
Savage
Trout

RECEIVED
SEP 9 1977
ENGINEERING SECTION

Do Not File
Return To
Bring Up / /
Action

Jh Copies to Environmental & Structures

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE.
SEATTLE, WASH. 98174
PHONE: (206) 442-5864

16591
Serial 542
3 October 1977

State of Oregon
Department of Transportation
ATTN: Mr. R. W. Ellison,
Administration Engineer
Structural Design Section
State Highway Building
Salem, Oregon 97310

Gentlemen:

Please find enclosed a permit for your proposed replacement bridge across Bear Creek near Bandon, Oregon. Your attention is directed to the special conditions of the permit.

It is requested you inform me at the time of start of construction and at monthly intervals until completion of the work. It is suggested the report include a xerox copy of permit drawings with color pencil marking of the work performed. A final report is required on completion stating the bridge was constructed according to the approved plans. Note Special Condition No. 1 specifies there shall be no deviations from these plans without prior approval from the Commandant in Washington, D. C.

Sincerely,

R. C. WALTON
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Encl: (1) Bridge Permit (147-77)

Vernteeg
Christensen
Savage
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
OCT 10 1977
ENGINEERING SECTION

Trout

Do Not File
Return To
Bring Up / /
Action

RECEIVED
OCT 5 1977
BRIDGE SECTION

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
U.S. COAST GUARD
WASHINGTON, D.C. 20590
PHONE:

BRIDGE PERMIT
(147-77)

SEP 27 1977

WHEREAS by Title V of an act of Congress approved August 2, 1946, entitled "General Bridge Act of 1946," as amended (33 U.S.C. 525-533), the consent of Congress was granted for the construction, maintenance and operation of bridges and approaches thereto over the navigable waters of the United States;

AND WHEREAS under Section 502(b) of that act, the authority of which was transferred to and vested in the Secretary of Transportation by Section 6(g)(6)(C) of the Department of Transportation Act (80 Stat. 931) and delegated by the Secretary to the Commandant, U. S. Coast Guard by Section 1.46(c) of Title 49 Code of Federal Regulations, it is required that the location and plans for such bridges be approved by the Commandant before construction is commenced and in approving the location and plans of any such bridge, the Commandant may impose any specific conditions relating to the construction, maintenance and operation of the structure which he deems necessary in the interest of public navigation, such conditions to have the force of law;

AND WHEREAS the - STATE OF OREGON - has submitted the location and plans of a bridge to be constructed across Bear Creek near Bandon, Oregon;

NOW THEREFORE, This is to certify that the location and plans dated July 1977 are hereby approved by the Commandant, subject to the following conditions:

1. No deviation from the approved plans may be made either before or after completion of the structure unless the modification of said plans has previously been submitted to and received the approval of the Commandant.

2. The construction of falsework, cofferdams or other obstructions, if required, shall be in accordance with plans submitted to and approved by the Commander, Thirteenth Coast Guard District prior to construction of the bridge. All work shall be so conducted that the free navigation of the waterway is not unreasonably interfered with and the present navigable depths are not impaired. Timely notice of any and all events that may affect navigation shall be given to the District Commander during construction of the bridge. The channel or channels through the structure shall be promptly cleared of all obstructions placed therein or caused by the construction of the bridge to the satisfaction of the District Commander, when in his judgment the construction work has reached a point where such action should be taken, but in no case later than ninety days after the bridge has been opened to traffic.

RECEIVED
OCT 5 1977
BRIDGE SECTION

SEP 27 1977

BRIDGE PERMIT: Bridge across Bear Creek near Bandon, Oregon
(147-77)

3. Issuance of this permit does not relieve the permittee of the obligation or responsibility for compliance with the provisions of any other law or regulation as may be under the jurisdiction of the State of Oregon: Division of State Lands; State Historic Preservation Officer, of any other federal, state or local authority having cognizance of any aspect of the location, construction or maintenance of said bridge.

4. The existing to be replaced bridge across Bear Creek, mile 0.8, shall be removed down to or below the natural bottom of the waterway and the waterway cleared to the satisfaction of the District Commander. Such removal and clearance shall be completed within 90 days after the new bridge, mile 0.8, has been opened to traffic.

5. The approval hereby granted shall cease and be null and void unless construction of the bridge is commenced within 3 years and completed within 5 years after the date of this permit.

A. T. MESCHTER
Assistant Chief, Bridge Division
By direction of the Commandant

RECEIVED
OCT 5 1977
BRIDGE SECTION

APPROVED
SEP 27 1977
(CG-47-77)
U.S.
COAST GUARD

VICINITY MAP

SCALE IN MILES
0 10 20 30 40 50

PROPOSED BRIDGE
OVER
REAR CREEK

Near Bandon in
Coos County, Oregon

APPLICATION BY
OREGON STATE HIGHWAY COMMISSION

JULY 1977 SHEET 1 OF 4

APPROVED
SEP 27 1977
COOS-CURRY

Proposed Bridge
N 75° 29' 49" E
1004.03 M.D.)

PROPOSED BRIDGE
OVER
BEAR CREEK
Near Bandon in
Coos County, Oregon
Application by
Oregon Transportation Comm.
July 1977 Sheet 2 of 4

COOS BAY

DOUGLAS COUNTY

CURRY COUNTY

Hauser
NORTH BEND
Empire
Sunset Bay
Charleston
Coquille
Southport
Cape Arago
Sumner
Beaver Hill
Coaledo
Chrome
Fairview
COQUILLE
A 423
Riverton
Bandon
Norway
Gravelford
Myrtle Point
Broadbent
Allegany
Delareal
Eastside
McKinley
Middle
Powers
Taylorville
Glasgow
Union Point
Ophir
Dellrose
Remote
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Bullards
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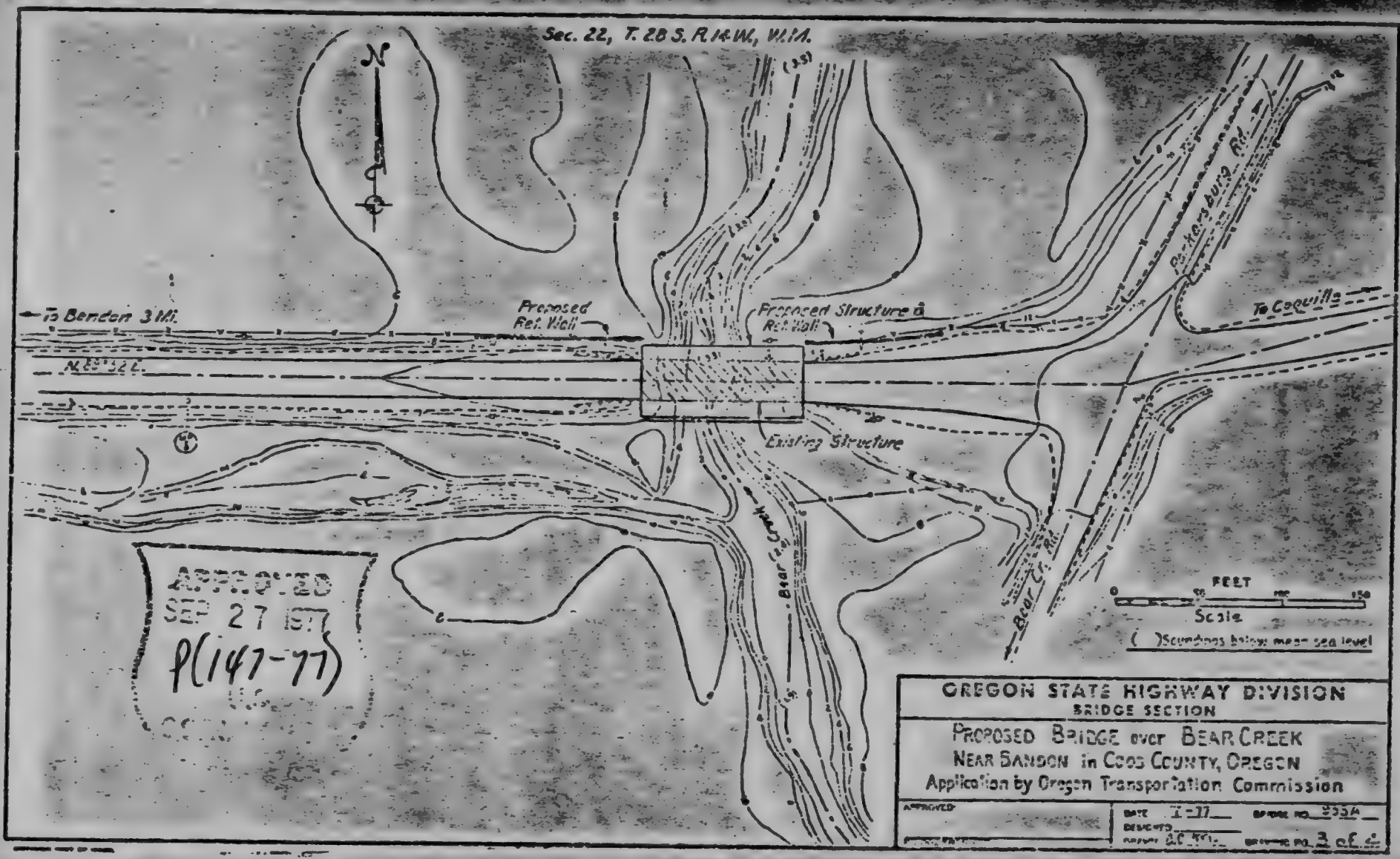


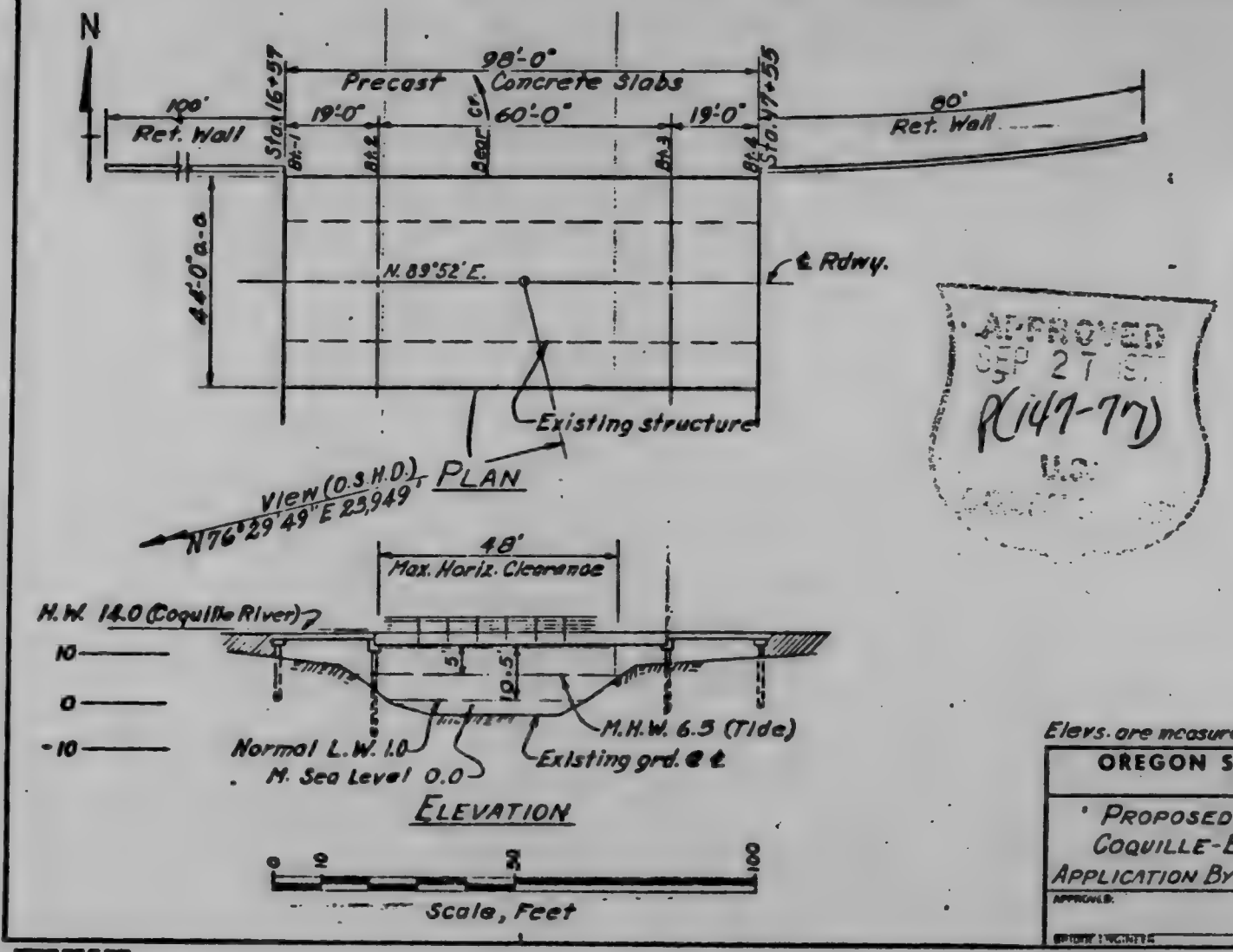
APPROVED
SEP 27 1977
P(147-77)

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

PROPOSED BRIDGE over BEAR CREEK
NEAR BANDON in COOS COUNTY, OREGON
Application by Oregon Transportation Commission

APPROVED

DATE 1-77 DRAWING NO. 2334
DESIGNED
CHECKED AC
SHEET NO. 3 of 4



APPROVED
SEP 27 19
R(147-77)
U.S.

Elevs. are measured from USC&GS. 1929 - 1937 A.J.

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

PROPOSED BRIDGE OVER BEAR CREEK
COQUILLE-BANDON HWY. - COOS COUNTY
APPLICATION BY OREGON TRANSPORTION COMMISSION

APPROVED:
BRIDGE ENGINEER

DATE 7-77 BRIDGE NO. 5233A
DESIGNED
DRAWN C.R.P. DRAWING NO. 4 of 1

8624

ROBERT W. STRAUB
GOVERNOR

[redacted]
Administrator and
State Highway Engineer

OREGON STATE HIGHWAY DIVISION

October 14, 1977

Department of Fish and Wildlife
506 SW Mill Street
Portland, Oregon 97402

Attention: Jim Lauman

Dear Mr. Lauman:

Re: Bear Creek Bridge Section
Coquille-Bandon Highway
Coos County

This project has been approved for a construction grant from the Economic Development Administration. One of the conditions attached to their grant is that "the Oregon Department of Fish and Wildlife has reviewed and approved final plans and specifications". We have applied to the Division of State Lands for a Removal/Fill Permit and have received a copy of the conditions that will be included in the permit. These, of course, include your input. A copy is attached for your information.

The enclosed final plans and specifications are for your review and approval if they meet with your satisfaction. If you have any questions, please call.

Your early attention to this would be greatly appreciated.

Very truly yours,

J. H. Versteeg
Head of Engineering
By:

[redacted]

Donald L. Trout
Office Engineer

DLT:jh
bc: Richard Unrein

RICHARD UNREIN

PROJECT MANAGEMENT

PME ☐	GCE ☐	OM ☐
LGE ☐	FAE ☑	OPE ☐

OCT 17 1977

File: PM FA
LG OP
TAA _____

Form 81-734-3122

8624 5 8

FORM 81.734.5020

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
October 10, 1977

ORIGINAL SIGNED
R.W. ELLISON

FROM: R. W. Ellison
Administration Engineer
Structural Design Section

TO:
Mr. Alfred Shirley
Region Engineer

SUBJECT:
Bear Creek near Bandon, Oregon
Coos County
EDA Project
Bridge 953A
Coast Guard Permit

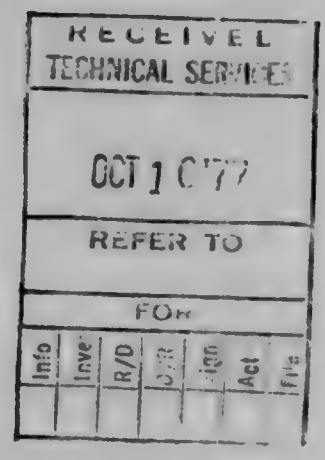
NOTED
E. S. HUNTER

Attached is a copy of the Coast Guard permit for the subject project. Note that the Coast Guard requests to be informed at the time of start of construction and at monthly intervals until completion of work. These notifications should be sent to this office in order that we may send them to the Coast Guard with similar reports each month. The Notice of Start of Construction should be sent to this office at least two weeks prior to commencement of construction in order that it may be put in the Coast Guard Notice to Mariners prior to work being done on the project. The monthly report should reach this office prior to the first of each month and should show work completed as well as work anticipated for the next six weeks. Work completed should be outlined in one color and work anticipated outlined in another color.

Also note that a separate falsework permit will be required if the horizontal clearance during construction is less than the 48 feet shown on the permit drawings. This permit should be obtained by the Contractor and normally takes ten days to be approved by the Coast Guard.

RWE:dh
Attachment

cc E. S. Hunter /w/ attach.
Eugene Ash/w/ attach.
Don Trout /w/ attach.



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE.
SEATTLE, WASH 98174
PHONE (206) 442-5864

16591
Serial 542
3 October 1977

State of Oregon
Department of Transportation
ATTN: Mr. R. W. Ellison,
Administration Engineer
Structural Design Section
State Highway Building
Salem, Oregon 97310

Gentlemen:

Please find enclosed a permit for your proposed replacement bridge across Bear Creek near Bandon, Oregon. Your attention is directed to the special conditions of the permit.

It is requested you inform me at the time of start of construction and at monthly intervals until completion of the work. It is suggested the report include a xerox copy of permit drawings with color pencil marking of the work performed. A final report is required on completion stating the bridge was constructed according to the approved plans. Note Special Condition No. 1 specifies there shall be no deviations from these plans without prior approval from the Commandant in Washington, D. C.

Sincerely,

R. C. WALTON
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Encl: (1) Bridge Permit (147-77)

R. W. ELLISON

RECEIVED
OCT 5 1977
BRIDGE SECTION

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
U.S. COAST GUARD
WASHINGTON, D.C. 20590
PHONE:

BRIDGE PERMIT
(147-77)

SEP 27 1977

WHEREAS by Title V of an act of Congress approved August 2, 1946, entitled "General Bridge Act of 1946," as amended (33 U.S.C. 525-533), the consent of Congress was granted for the construction, maintenance and operation of bridges and approaches thereto over the navigable waters of the United States;

AND WHEREAS under Section 502(b) of that act, the authority of which was transferred to and vested in the Secretary of Transportation by Section 6(g)(6)(C) of the Department of Transportation Act (80 Stat. 931) and delegated by the Secretary to the Commandant, U. S. Coast Guard by Section 1.46(c) of Title 49 Code of Federal Regulations, it is required that the location and plans for such bridges be approved by the Commandant before construction is commenced and in approving the location and plans of any such bridge, the Commandant may impose any specific conditions relating to the construction, maintenance and operation of the structure which he deems necessary in the interest of public navigation, such conditions to have the force of law;

AND WHEREAS the - STATE OF OREGON - has submitted the location and plans of a bridge to be constructed across Bear Creek near Bandon, Oregon;

NOW THEREFORE, This is to certify that the location and plans dated July 1977 are hereby approved by the Commandant, subject to the following conditions:

1. No deviation from the approved plans may be made either before or after completion of the structure unless the modification of said plans has previously been submitted to and received the approval of the Commandant.

2. The construction of falsework, cofferdams or other obstructions, if required, shall be in accordance with plans submitted to and approved by the Commander, Thirteenth Coast Guard District prior to construction of the bridge. All work shall be so conducted that the free navigation of the waterway is not unreasonably interfered with and the present navigable depths are not impaired. Timely notice of any and all events that may affect navigation shall be given to the District Commander during construction of the bridge. The channel or channels through the structure shall be promptly cleared of all obstructions placed therein or caused by the construction of the bridge to the satisfaction of the District Commander, when in his judgment the construction work has reached a point where such action should be taken, but in no case later than ninety days after the bridge has been opened to traffic.

RECEIVED
OCT 5 1977
BRIDGE SECTION

SEP 27 1977

BRIDGE PERMIT: Bridge across Bear Creek near Bandon, Oregon
(147-77)

3. Issuance of this permit does not relieve the permittee of the obligation or responsibility for compliance with the provisions of any other law or regulation as may be under the jurisdiction of the State of Oregon: Division of State Lands; State Historic Preservation Officer, of any other federal, state or local authority having cognizance of any aspect of the location, construction or maintenance of said bridge.

4. The existing to be replaced bridge across Bear Creek, mile 0.8, shall be removed down to or below the natural bottom of the waterway and the waterway cleared to the satisfaction of the District Commander. Such removal and clearance shall be completed within 90 days after the new bridge, mile 0.8, has been opened to traffic.

5. The approval hereby granted shall cease and be null and void unless construction of the bridge is commenced within 3 years and completed within 5 years after the date of this permit.

A. T. MESCHTER
Assistant Chief, Bridge Division
By direction of the Commandant

RECEIVED
OCT 5 1977
BRIDGE SECTION

APPROVED
SEP 27 1977
(CW47-77)
U.S. COAST GUARD

VICINITY MAP

SCALE IN MILES
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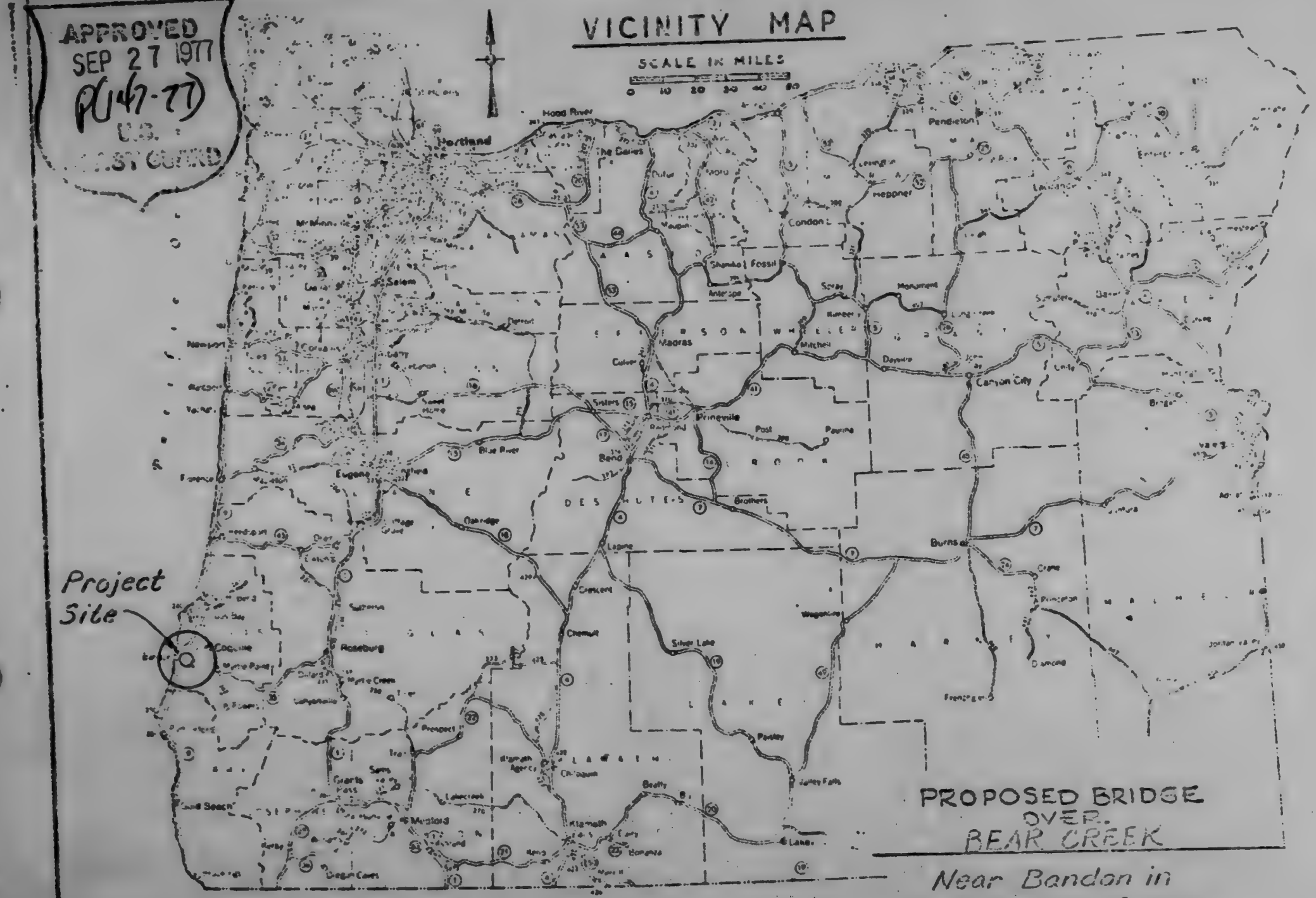
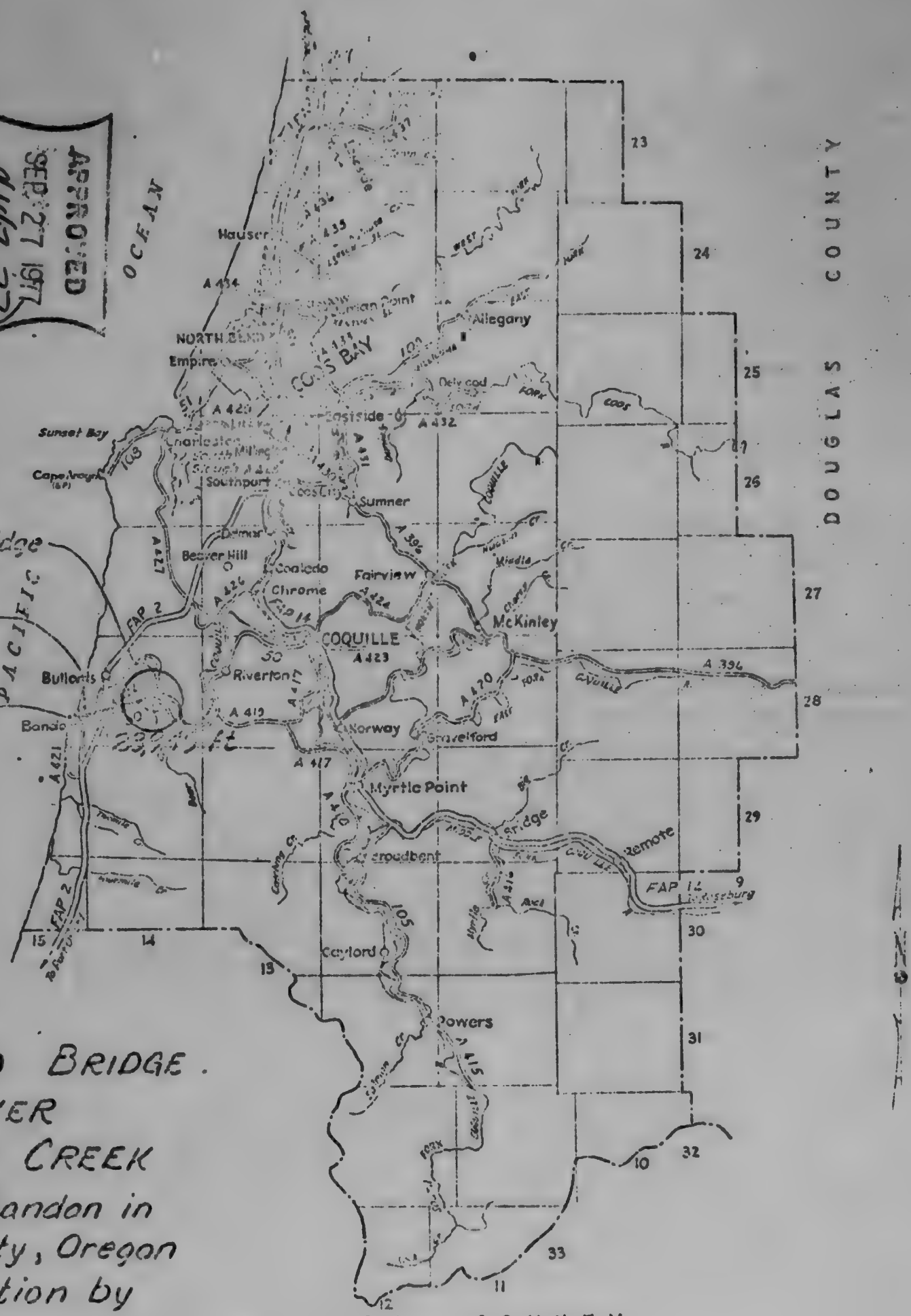


PROPOSED BRIDGE
OVER
REAR CREEK

Near Bandon in
Coos County, Oregon

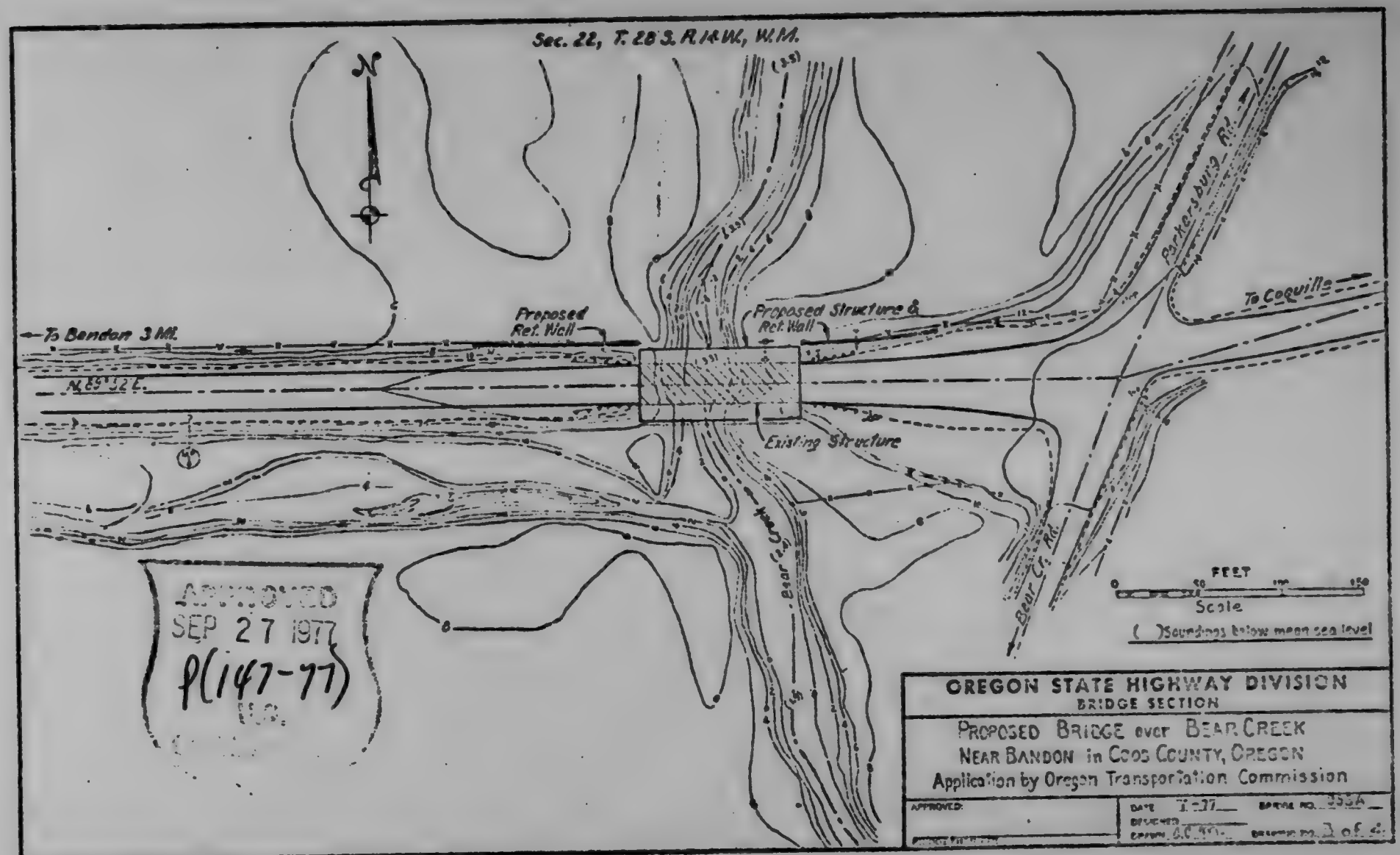
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JULY 1977 SHEET 1 OF 4

RECEIVED
SEP 27 1977
COOS COUNTY



PROPOSED BRIDGE.
OVER
BEAR CREEK
Near Bandon in
Coos County, Oregon
Application by
Oregon Transportation Comm.

July 1977 Sheet 2 of 4.


Sec. 22, T. 28 S. R. 14 W., W.M.
To Bandon 3 Mi.
Proposed Ret. Wall
Proposed Structure & Ret. Wall
Parkersburg Rd.
To Coquille
N. 89° 52' E.
Existing Structure
Bear Creek
Bear Cr. Rd.
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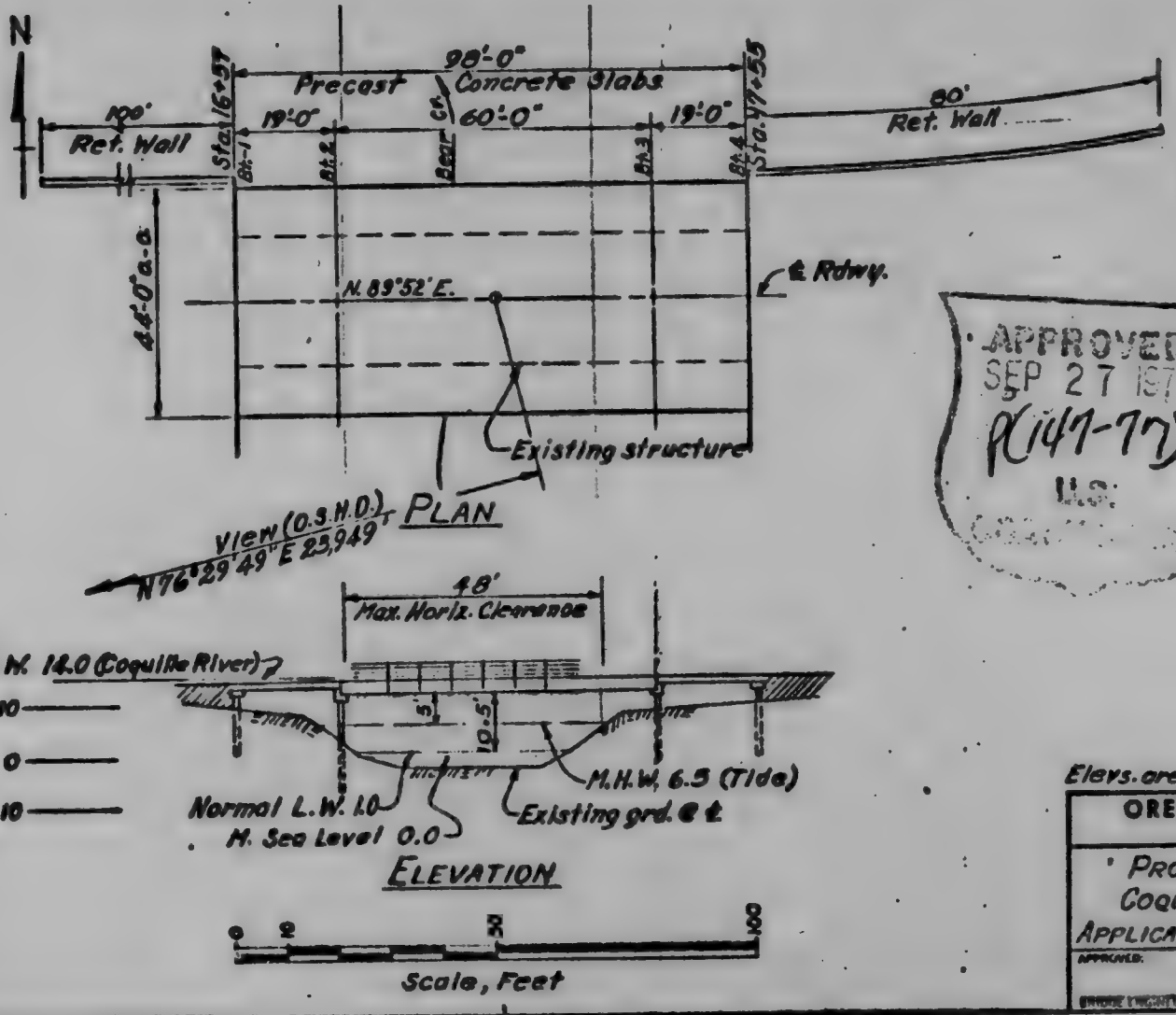
( )Soundings below mean sea level
APPROVED
SEP 27 1977
P(147-77)
OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION
PROPOSED BRIDGE over BEAR CREEK
NEAR BANDON in COOS COUNTY, OREGON
Application by Oregon Transportation Commission
APPROVED:
DATE 7-27
DRAWING NO. 3 of 4



APPROVED
SEP 27 1977
P(147-77)
U.S.

Elevs. are measured from USC&GS, 1929 - 1947 Adj.

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

PROPOSED BRIDGE OVER BEAR CREEK
COQUILLE-BANDON HWY. - COOS COUNTY
APPLICATION BY OREGON TRANSPORTION COMMISSION

APPROVED:
BRIDGE ENGINEER

DATE 7-77 BRIDGE NO. 933A
DESIGNED
DRAWN C.K.P. DRAWING NO. 4 of 4

8624

9

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

September 30, 1977

Mr. C. Mark Smith
Western Regional Director
Economic Development Administration
Room 1406 Federal Building
915 2nd Avenue
Seattle, WA 98174

Dear Mr. Smith:

SUBJECT: Project No. 07-51-26879
Bear Creek Bridge Section
Coquille-Bandon Highway

Special Conditions Number 1 for Project No. 07-51-26879 pertains to conducting an historical/archeological survey. The State Historic Preservation Officer has analyzed refined plans for this project and withdraws his request for a survey (see attached letter of September 27, 1977).

Very truly yours,

SIGNATURE SIGNED BY
D. E. SWAN

D. H. Moehring
Project Management Engineer

Attachment

bc: H. S. Coulter - w/att.
E. S. Hunter "
C. T. Keasey "
J. H. Versteeg "
Alfred Shirley, Jr. "
Gary Potter "

RU:dpy

RECEIVED
STATE HWY ENGR
SEP 30 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
H.S.COULTER

ROBERT W STRAUB
GOVERNOR

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Branch
525 TRADE STREET S.E. SALEM, OREGON 97310

September 27, 1977

Mr. Pieter Dykman
Highway Environmental Section
Room 418 Transportation Building
Salem, OR 97310

Dear Mr. Dykman:

As a result of close analysis of the "Vicinity Map and Profile of the Bear Creek Bridge Site" in Coos County provided by your office, we can offer the following comments. Both ends of this bridge replacement project appear to consist of fill placed there during the initial bridge construction. This material should be of little significance for cultural resources.

This office therefore withdraws its earlier request for an archeological survey. We feel the project may go ahead with no impact to cultural resources.

Sincerely,

David G. Talbot
State Historic Preservation Officer

DGT:EL:pb

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
SEP 29 1977

File: PM FA
TAA _____ LG OP

8624

September 22, 1977

Mr. C. Mark Smith
Western Regional Director
Economic Development Administration
Room 1406 Federal Building
915 2nd Avenue
Seattle, WA 98174

Misc. Contracts File
AGREEMENTS No. 6321

Dear Mr. Smith:

SUBJECT: Project No. 07-51-26879
Bear Creek Bridge Section
Coquille-Bandon Highway

Enclosed is a fully executed copy of our acceptance of the "Offer of Grant" for EDA LPW Project 07-51-26879.

We have a current letter of credit (Number 13-20-7199) under Round I.

Mr. C. T. Keasey, Construction Engineer, 504 Executive House, 325 13th Street N.E., Salem, Oregon 97310, telephone number (503)378-6318, has been designated as our Project Coordinator for Project No. 07-51-26879.

Very truly yours,
ORIGINAL SIGNED BY
D. H. MOEHRING

D. H. Moehring
Project Management Engineer

RU:dpy

Enclosure

bc: E. S. Hunter
V. E. Skoog
C. T. Keasey
C. W. Head
Alfred Shirley, Jr. (Region 3)
J. H. Versteeg

8624

UNITED STATES DEPARTMENT OF COMMERCE
The Assistant Secretary for Economic Development
Washington, D.C. 20230

In reply refer to:
Project No.: 07-51-26879

SEP 16 1977

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
SEP 20 1977
File: PM FA
TAA _____ LG OP

Mr. D. H. Moehring
Project Management Engineer,
Oregon Department of Transportation
207 Transportation Building
Salem, Oregon 97310

Dear Mr. Moehring:

We are pleased to enclose two signed copies of an Offer of Grant issued pursuant to your application for Federal assistance under the provisions of the Local Public Works Capital Development and Investment Act of 1976, as amended by the Public Works Employment Act of 1977. The total project cost is based on the line item estimates contained in Attachment No. 1 hereto.

Your acceptance of the Offer of Grant shall be indicated by the signature of your principal official on one of the signed copies. The official's signature shall be certified by an authorized official other than your principal official. Send the accepted copy to the Director, Western Regional Office, Federal Building, Room 1406, 915 2nd Avenue, Seattle, Washington 98174.

No NECESSARY

Also, enclosed are two copies each of Form ED-1004, "Designation of Depositary for Direct Deposit of Grant and/or Loan Funds," and Form SF-1194, "Authorized Signature Card for Payment Vouchers on Letter of Credit," which must be completed and forwarded to the Regional Office in order for you to be issued a letter of credit. (The issuance of a letter of credit may not be necessary if you have an existing letter of credit from this agency, or if your total grant funding under this legislation is less than $120,000; in such cases please contact the LPW Letter of Credit Designee at the Regional Office before completing these forms.)

You are cautioned not to make any commitments in reliance on this grant, nor to enter into negotiations relative hereto, until you have carefully reviewed the terms and conditions and have determined that you are in compliance or that you can comply therewith. Any commitments or undertakings entered into prior to obtaining the approval of the Government in accordance with its terms and conditions will be at your own risk.

NOTED
RICHARD UNREIN

[redacted] to remind you that on-site labor must [redacted] days of the date of your receipt of this [redacted]

by DEC. 19th

Sincerely,

→ Sept. 20, 1977
Certified Mail
No. 747400

Robert J. Hall
Assistant Secretary
for Economic Development

Enclosure

FORM ED-366 LPW
(REV. 5-77)

U.S. DEPARTMENT OF COMMERCE
ECONOMIC DEVELOPMENT ADMINISTRATION

Attachment No. 1

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

EDA Project No. 07-51-26879 State Oregon

Line Items	Approved
Administrative Expense	$ -0-
Architectural/Engineering (Updating and/or completion of Plans and Specifications)	-0-
Other Architectural Engineering Fees	-0-
Project Inspection Fees	21,000
Relocation Expenses	-0-
Relocation Payments to Individuals and Businesses	-0-
Demolition and Removal	
(a) Labor	-0-
(b) non-Labor	-0-
Construction and Project Improvement	
(a) Labor	64,584
(b) non-Labor	110,416
Equipment	-0-
Contingencies	14,000
Total Estimated Costs *(Eligible Costs Only)*	$ 210,000

Remarks:

( ) Figures rounded.

(X) Figures adjusted to a more realistic estimate according to established standards or transferred to proper line item(s).

USCOMM-DC 64015-P77

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration

EXHIBIT "A"

Local Public Works Program

Project No.: 07-51-26879

SPECIAL CONDITIONS

1. The Grantee agrees to conduct under the consultation of the State Historic Preservation Officer (SHPO) an historical/ archeological survey of the area to be affected by this project. A copy of the completed survey shall be provided to the SHPO and the Government. If the survey discloses that a property which is either listed on the National Register of Historic Places or eligible for the Register is located within the affected area, the Government will implement the Advisory Council on Historic Preservation's "Procedures for the Protection of Historic and Cultural Properties." The Grantee further agrees to comply with the results of said "Procedures" and understands that such results may include a requirement for salvage operations, relocation or redesign of the project, or even deobligation of project funds. The requirements of this special condition shall be concluded prior to the initiation of construction activities for the project facilities. However, based upon the results of the survey and the approval of the Advisory Council on Historic Preservation, construction activities may be allowed to begin for those project facilities which will not affect any eligible or listed property.

2. Prior to the start of construction, the Grantee shall provide the Regional Director, WRO, EDA, with a written commitment, satisfactory to the Government, to increase its female workforce. The commitment shall include goals and timetables based on the analysis of the labor force in the local commuting area. It shall also specify female recruitment sources, placement procedures, and other affirmative actions taken that are designed to bring the level of female utilization up to the level that is within the available labor force.

continued on page 2

3. Prior to the start of construction, the Grantee shall provide the Regional Director, WRO, EDA, with a written commitment, satisfactory to the Government, of a plan to implement an upward-mobility program for females due to the concentration of females in lower job classifications. This commitment should consist of specific goals and timetables designed to increase the proportions of females in higher job classifications.

4. Prior to the start of construction, the Grantee will provide evidence to the Regional Director, WRO, EDA, that the Oregon Department of Fish and Wildlife has reviewed and approved final plans and specifications.

8624

8

Commander
13th Coast Guard District
Aids to Navigation Branch
Federal Building
915 Second Avenue
Seattle, WA 98174

August 30, 1977

NOTED
E. S. HUNTER

Bridge Permit for Bear Creek Br.
(Br. No. 953) on the Coquille-
Bandon Hwy., near Bandon, Oregon
Coos County

We apologize for the inconvenience caused by not supplying you with all of the information needed to issue a permit for the Bear Creek Structure.

The Division of State Lands is waiting for comments from one more agency before issuing their permit. A copy will be sent to you as soon as soon as it is issued.

The Economic Development Administration has not yet approved funding for the structure. Their latest estimate is for an approval date of September 15. This means that we will have to delay our bid opening until the second or third week in October. Assuming that this schedule holds, we would like to have the Coast Guard bridge permit by September 20, 1977 instead of September 2 as requested in Mr. Hunter's letter of July 14, 1977. This will give us just enough time to allow for advertising. Hopefully, we will be able to supply you with a Division of State Lands' permit in time to meet the new date.

Thank you for your effort in trying to meet the September 2 date. It was appreciated.

Sincerely,

WALTER J. HART

Walter J. Hart
Structural Design Engineer

NOTED
J. H. VERSTEEG

RECEIVED
TECHNICAL SERVICES
AUG 31 '77
REFER TO
FOR
Info | Inves | R/D | S/R | Lem | ct | File

bc F. B. Klaboe
E. S. Hunter
L. W. Rulien
J. H. Versteeg
Alfred Shirley
R. W. Ellison

PAA:dh

8624

B-3

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109
(206) 442-5868

August 15, 1977

Locator No.: OR-5039-0

Mr. D. H. Moehring
Oregon Dept. of Transportation
207 Transportation Bldg.
Salem, Oregon 97310

Dear Mr. Moehring:

This is to acknowledge that on August 5, 1977 the Economic Development Administration received your application for a grant of $210,000.00 for construction of Bear Creek Bridge replacement in Coos County, Oregon.

EDA has begun to process your application. The Project locator number assigned to your application is No. OR-5039-0 and should be used as a reference in future correspondence.

With warm regards,

C. Mark Smith
Regional Director

NOTED
RICHARD UNRE

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
AUG 17 1977
File: PM FA
TAA LG OP

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B-3

FORM 81.734.2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

July 26, 1977

Salem, OR. 97310

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Noise Study Reports
August 25, 1977 Letting

TO: D. H. Moehring
Program Management Engineer

The following projects have been subjected to the criteria of FHPM 7-7-3. The projects are grouped into three categories which described how they relate to the provisions of this directive.

Category A

FHPM 7-7-3 does not apply to this project.

1. Tunnel Creek-Whitewater Road (M.P. 60.45)
   North Santiam Highway, Marion County, TQF-47(4)

Category B

FHPM 7-7-3 applies, but the projects will not alter the present/projected traffic volumes or traffic lane locations. Thus, no significant change in the existing noise levels is anticipated.

1. Athenia-Little Dry Creek
   Oregon-Washington Highway, Umatilla County, TQF-19(3)

2. Rosewood Drive-Willamette River Bridge (Salem)
   Willamina-Salem Highway, Marion County, TQF-47(5)

3. Albany/Jct. City Highway at 34th Avenue (Albany)
   Albany-Jct. City Highway, Linn County, TQF-3(5)

4. SW Vermont Street at SW 30th Avenue
   FAUS-9398, Multnomah County, M-9398(1)

5. Auburn Avenue-Baker/Unity Highway (Baker)
   FAU-4841, Baker County, M-TQM-4841(1)

6. Johnson Creek-Ochoco Street
   Pacific Highway East, Clackamas County, HHS-26(6)

7. 99W at 5th Avenue (McKinley Street, Eugene)
   Pacific Highway West, Lane County, HHS-1049(1)

8. Portland PMVT. Marking Project No. 2
   City Streets, Multnomah County, PMS-005(53)

9. Willow Creek (Morgan Street) Bridge
   City Street, Morrow County, OS-2501(1)

10. Oak Ranch Creek Bridge
    Nehalem Highway, Columbia County, EDA

11. Bear Creek Bridge (0953)
    Coquille-Bandon Highway, Coos County, EDA

12. Dufur Section
    FAS-B409, Wasco County, RS-B409(1)

13. Timberline Highway Jct.-Summit Meadow Road
    Mt. Hood Highway, Clackams County, TQF-24(10)

Category C

FHPM 7-7-3 applies. Noise study reports have been completed as per FHPM 7-7-3 (copy attached). Traffic noise levels were computed from the NCHRP Report 117/144 prediction method. Traffic data corresponds to the worst traffic noise condition (peak vehicular hour or peak truck hour). Noise receptors are identified and abatement measures discussed.

1. NE Broadway Street-SE Harrison Street (Portland)
   Pacific Highway East, Multnomah County, TBA

2. John Day Highway-PGE Power Station
   Rhea Road, Gilliam County, RS-B452(1)

3. Alpine/Nelson Road-Strawberry Road
   Bombing Range Road, Morrow County, RS-B564(1)

4. SW Terwilliger Blvd. at SW Sam Jackson Park Road
   FAUS-9383, Multnomah County, M-9383(1)

5. Meadow Creek Bridge
   Ukiah-Hilgard Highway, Union County, EDA

6. N. Powder River Bridge
   Haines-Anthony Highway, Baker County, EDA

8624

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPND-RF-1

26 July 1977

Oregon State Highway Division
ATTN: Donald E. Keyes, Location Liaison Engineer
212 State Highway Building
Salem, OR 97310

NOTED
E. S. HUNTER

RE: Permit Request No. 071-OYA-4-002708
(Bear Creek - Fill)

Dear Mr. Keyes:

This is in regards to the above referenced request for a Department of the Army permit to place fill in connection with the construction of a concrete bridge over Bear Creek in Coos County near the City of Bandon, Oregon.

This letter will acknowledge that you have submitted a drawing showing that the proposed fill will be placed above and shoreward of the ordinary high water line. Based on the above mentioned drawing, it has been administratively determined that a Department of the Army permit will not be required for the work. Therefore, we have cancelled your permit request.

If you have any questions, please feel free to contact Ron Marg, Coordinator, Permit Processing Section at the above address or call (503) 221-6997.

Sincerely,

F. R. BROCKSCHINK
Chief, Regulatory Functions Branch

RECEIVED
STATE HWY ENGR
JUL 27 '77
HL
FOR
Info | Invest | F/O | D/R | Sign

8624

PACIFIC NORTHWEST WATERWAYS ASSOCIATION

P. O. BOX 1098 / 214 DENNY BLDG. / WALLA WALLA, WA 99362

(509) • 525-5620

July 26, 1977

RECEIVED
STATE HWY ENGR
JUL 28 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Commander R. C. Walton
U. S. Coast Guard
Chief, Aids to Navigation Branch
915 Second Avenue
Seattle, Washington 98174

Dear Commander Walton:

The Pacific Northwest Waterways Association finds no problem with the proposed replacement of an existing wooden bridge at Bear Creek, Mile 0.8 near Bandon, Oregon, with a modern concrete structure providing a 44-foot wide roadway as stated in your Public Notice No. 77-N-12 of July 18, 1977.

We find the proposed replacement bridge to be adequate to meet the needs of the area and will not adversely impact upon navigation in the waterway. PNWA further believes that the State of Oregon Department of Transportation should be commended for initiating replacement of this bridge. Perhaps the one question we might raise would be: "Why did it take so long, 54 years, to determine the need for replacement with a concrete structure twice as wide as the original bridge?" But, the answer is not significant so as to affect our support for the project.

Sincerely,

NOTED
E. S. HUNTER
cc Ward
Mahoney
Venetis
7-29-77

ROY C. WEBSTER
Executive Vice President

RCW:vgw

cc: Director
State of Oregon
Department of Transportation
State Highway Building
Salem, Oregon 97310

RECEIVED
DOT OPERATIONS
JUL 28 77
REFER TO Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
JUL 28 1977
OFFICE
DIRECTOR of TRANSPORTATION

CARL M. HALVORSON, President | MORRIS GANGUET, Senior Vice President | I. JAMES CHURCH, Treasurer | ROY C. WEBSTER, Executive Vice President | H. CALVERT ANDERSON, Director, Special Services

8624

B-3

COOS-CURRY COUNCIL OF GOVERNMENTS

P. O. BOX 647
NORTH BEND, OREGON 97459

SANDRA DIEDRICH
PLANNING DIRECTOR
PHONE 756-2563

JACK R. WALDIE, Chairman
WOODROW ROBISON, Vice-Chairman
C. W. HECKARD, Treasurer

July 19, 1977

State Highway Division
Department of Transportation
207 Transportation Bldg.
Salem, Or. 97310

Attention: D. H. Moehring

Re: Department of Transportation
Bear Creek Bridge

Dear Mr. Moehring:

In compliance with the regional clearinghouse procedures as specified in the Office of Management and Budget Circular A-95, as revised, the Coos-Curry Council of Governments on July 14, 1977, reviewed a "Notice of Intent" from the State Department of Transportation for a $210,000 Title I, Public Works grant from the Economic Development Administration for replacement of the existing bridge over Bear Creek on the Bandon-Coquille Highway.

In reviewing the proposed project, the Council noted the new bridge will alleviate the current problem of restricting water flow during periods of high water. This will make that portion of the highway passable during periods of flooding. This proposed project has been placed on the Governor's EDA priority list to be funded from the Governor's set aside funds. This project is not in competition with other local projects. The Council further noted the proposed project conforms with the appropriate areawide plans and with the ODOT long range plans and will be coordinated as is required by local, state, and federal requirements. Therefore, the Council unanimously approved a favorable review of this "Notice of Intent".

If you have any questions regarding this action by the Council, please do not hesitate to contact us.

Sincerely,

Sandra Diedrich
Planning Director

SD/tam
cc: Nor[illegible]th, EDA

MEMBER AGENCIES

COOS COUNTY	PORT ORFORD	COOS BAY SCHOOL DISTRICT
CURRY COUNTY	POWERS	COQUILLE SCHOOL DISTRICT
BANDON	PORT OF BANDON	BANDON SCHOOL DISTRICT
BROOKINGS	PORT OF COOS BAY	BROOKINGS-HARBOR SCHOOL DISTRICT
COOS BAY	PORT OF BROOKINGS	GOLD BEACH HIGH SCHOOL DISTRICT
COQUILLE	PORT OF PORT ORFORD	GOLD BEACH SCHOOL DISTRICT 3C
EASTSIDE	PORT OF GOLD BEACH	MYRTLE POINT SCHOOL DISTRICT
GOLD BEACH	COOS BAY/NORTH BEND WATER BOARD	SOUTHWESTERN OREGON COMMUNITY COLLEGE
LAKESIDE	LAKESIDE WATER DISTRICT	NORTH BEND SCHOOL DISTRICT
MYRTLE POINT	LOWER BAY WATER DISTRICT	POWERS SCHOOL DISTRICT
NORTH BEND		

SWAN

B-3

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Oregon State Highway Division

PROJECT TITLE: Bear Creek Bridge

DATE: July 6, 1977

The state has reviewed your project and reached the following conclusions:

[X] No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

[X] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7706 2 1100

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

B-3

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

INTERGOVERNMENTAL
JUL 29 1977

RECEIVED
JUN 27 1977
DIVISION OF STATE LANDS

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW JUL 1 1977

Project #: 7706 2 1100 Due Date: _____

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach ...

If the project would require the removal or fill of 50 cubic yards or more of material below the bank of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, Oregon 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By M. E Stone

B-3

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

INTERGOVERNMENTAL RELATIONS DIVISION
JUL - 1 1977

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7706 2 1100 Due Date: JUL 1 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Please coordinate this project with our district fishery biologist, Bill Mullarkey, at Coos Bay. His office phone number is 269-1200.

Agency Fish & Wildlife By William E. Pitney
ENVIRONMENTAL MANAGEMENT SECTION 6/29/77

B-3

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

JUL - 5 1977

PNRS STATE REVIEW

JUL 1 1977

Project #: 7706 2 1100 Due Date: _____

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

historical (X) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

archeological (X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Bear Creek Bridge

Coos County

Highway Division contacts inform us that the Bear Creek structure is a timber stringer bridge constructed in 1923. Examples of the type are comparatively plentiful in the state at this time.

Prior to any ground disturbing activities the bridge area should be surveyed by professionals competent in the fields of history and archeology.

Agency SHPO By Paul Hintzen

8624

OREGON STATE HIGHWAY DIVISION

July 19, 1977

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mr. Roy Schram
Regulatory Functions Branch
Portland District, Corps of Engineers
P. O. Box 2946
Portland OR 97208

NOTED
E. S. HUNTER

Dear Sir:

An application for a Section 404 permit for the Bear Creek Bridge on the Coquille-Bandon Highway is enclosed, together with a Project Assessment and drawings for the bridge and roadway construction involved.

This project has been submitted to the Economic Development Administration for funding under the Public Works Program. This project, if approved, must be contracted within 90 days following E.D.A. approval. For this reason we ask that you expedite this application in any way you can.

If you need additional information, please contact Donald Keyes, 212 Transportation Building, Salem 97310, telephone 378-6265.

Very truly yours,

Frank E. Terpin
Location Engineer

Enc.

DEK:mc

bc E. S. Hunter (w/att)
J. H. Versteeg "
R. W. Ellison "
D. E. Keyes

RECEIVED
STATE HWY ENGR
JUL 19 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 81-734-3123

APPLICATION FOR A DEPARTMENT OF THE ARMY PERMIT

One set of original drawings and two copies which show the location and character of the proposed activity must be attached to this application (see sample drawings and checklist).

1. Application number (To be assigned by Corps).	2. Date. Day Mo. Yr.	3. For official use only.

4. Name and address of applicant.

Frank E. Terpin, Location Engineer
Oregon State Highway Division
212 Transportation Building
Salem OR 97310

Telephone number 378-6883 Social Security No. N/A

5. Name, address, and title of applicant's authorized agent for permit application coordination.

Donald E. Keyes
Location Liaison Engineer
Oregon State Highway Division
212 Transportation Building
Salem OR 97310

Telephone Number 378-6265

6. Describe the proposed activity, its purpose and intended use, including a description of the type of structures, if any, to be erected on fills, or pile or float-supported platforms, and the type, composition and quantity of materials to be discharged or dumped and means of conveyance. Replace an old wooden bridge with a wider concrete structure. The structure will be placed on piling with three spans. Concrete retaining walls will be placed on the north side of the roadway to retain the embankment at the end of the bridge. The south side road embankment will be sloped on 1½:1.
Quantities: 200 cubic yards concrete in retaining walls, 170 cubic yards embankment and 160 cubic yards backfill behind the retaining walls.
Equipment: Pile driver, bulldozer, dump trucks and miscellaneous equipment.

7. Proposed use.
Private ☐ Public ☒ Commercial ☐ Other ☐ (Explain in remarks)

8. Name and addresses of adjoining property owners whose property also adjoins the waterway.

John P. Devereux, 4725 Alderwood Dr., Coos Bay OR 97420
Jean K. Lofgren & John H. Kronenberg, 833 First St. E., Bandon OR 97411
Rosina L/E Domenighine, Route 2, Box 805, Bandon OR 97411
Bartol Jr. Domenighine " " "

9. Location where proposed activity exists or will occur.

Sec. 22 Twp 28S Rge 14W (Where applicable)

Oregon	Coos		Bandon
State	County	In - City or Town	Near - City or Town

10. Name of waterway at location of the activity. Bear Creek

11. Date activity is proposed to commence. September 1977

Date activity is expected to be completed. May 1978

12. Is any portion of the activity for which authorization is sought now complete? Yes ☐ No ☒
If answer is "Yes" give reasons in the remarks section. Month and year the activity was completed _____. Indicate the existing work on the drawings.

13. List all approvals or certifications required by other Federal, interstate, state or local agencies for any structures, construction, discharges, deposits or other activities described in this application.

Issuing Agency	Type Approval	Identification Nb.	Date of Application	Date of Approval
Division of State Lands	Removal/Fill	Not applied for at this time		
U.S.Coast Guard	Bridge across navigable stream	Being applied for		

14. Has any agency denied approval for the activity described herein or for any activity directly related to the activity described herein? Yes ☐ No ☒ (If "Yes" explain in remarks)

15. Remarks (see paragraph 3 of Permits Pamphlet for additional information required for certain activities).

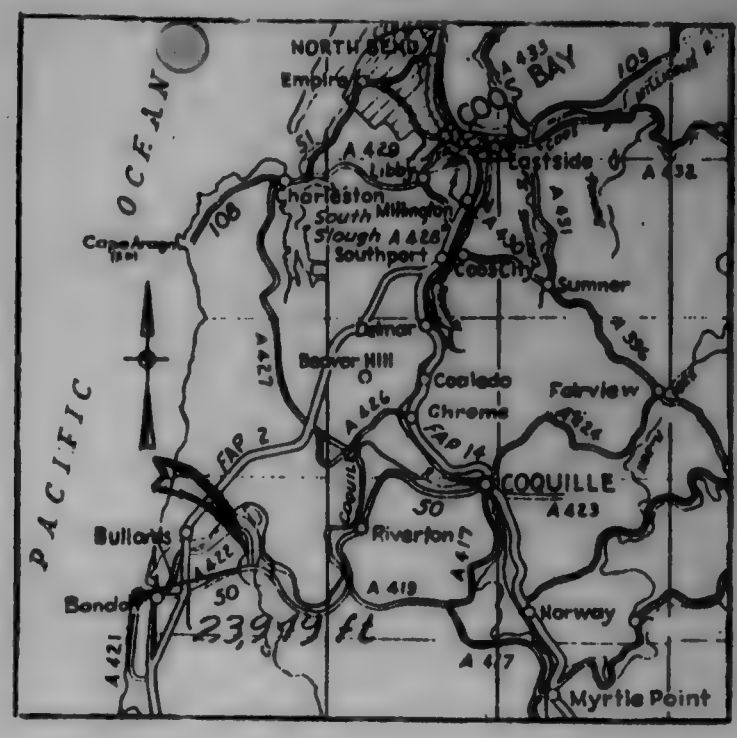
16. Application is hereby made for a permit or permits to authorize the activities described herein. I certify that I am familiar with the information contained in this application, and that to the best of my knowledge and belief such information is true, complete, and accurate. I further certify that I possess the authority to undertake the proposed activities.

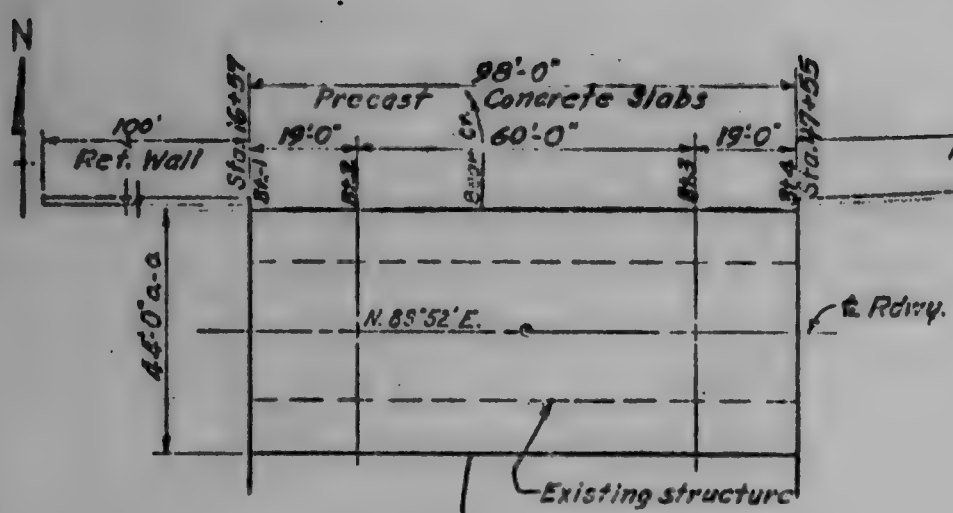
Frank E. Pepin
Signature of Applicant

18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowlingly and willfully falsifies, conceals, or covers up by any trick, scheme, or device a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false fictitious or fraudulent statement or entry, shall be fined not more than $10,000 or imprisioned not more than five years, or both.

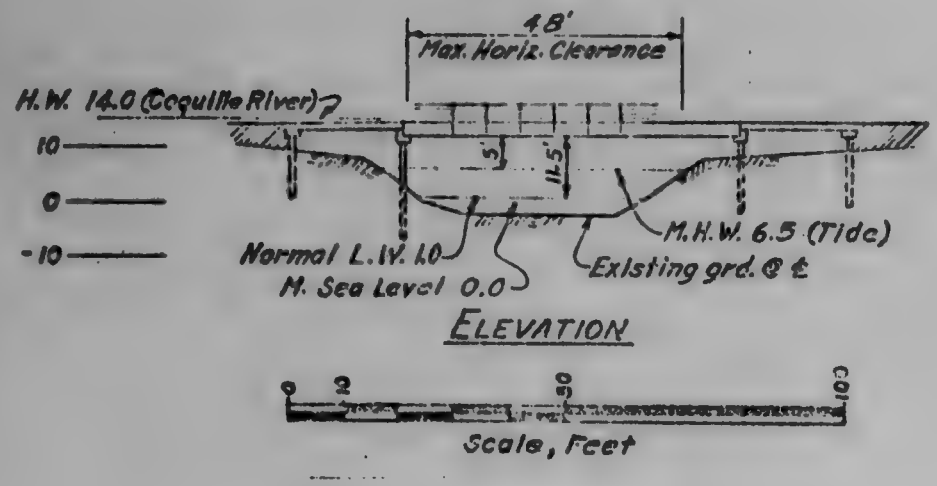
The application must be signed by the person who desires to undertake the proposed activity; however, the application may be signed by a duly authorized agent if accompanied by a statement by that person designating the agent and agreeing to furnish upon request, supplemental information in support of the application.

If the activity includes the discharge of dredged or fill material in navigable waters or the transportation of dredged material for the purpose of dumping it in ocean waters, the application must be accompanied by a fee of $100 for quantities exceeding 2500 cubic yards and $10 for quantities of 2500 cubic yards or less. Federal, State and local governments are excluded from this requirement.





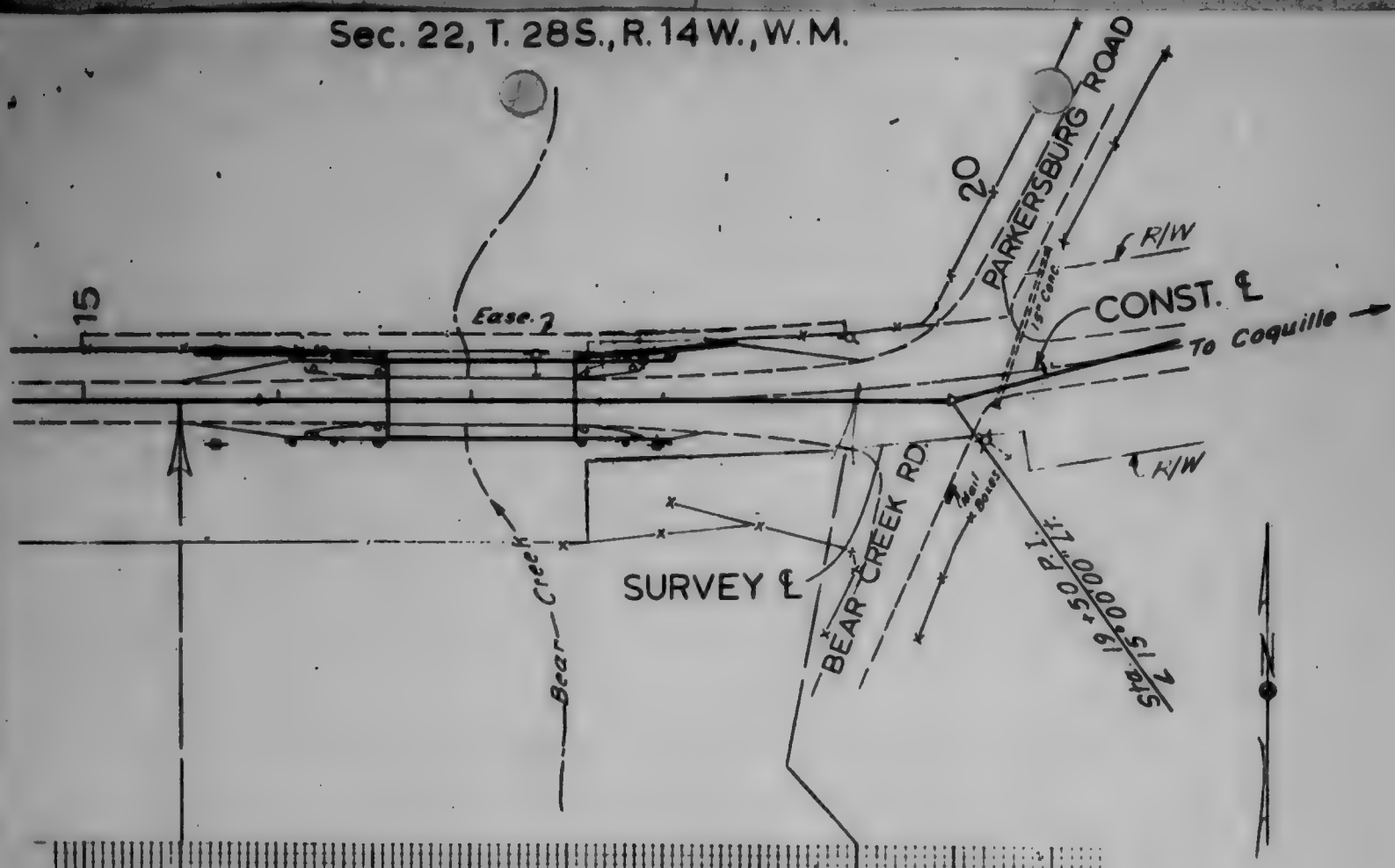
PLAN

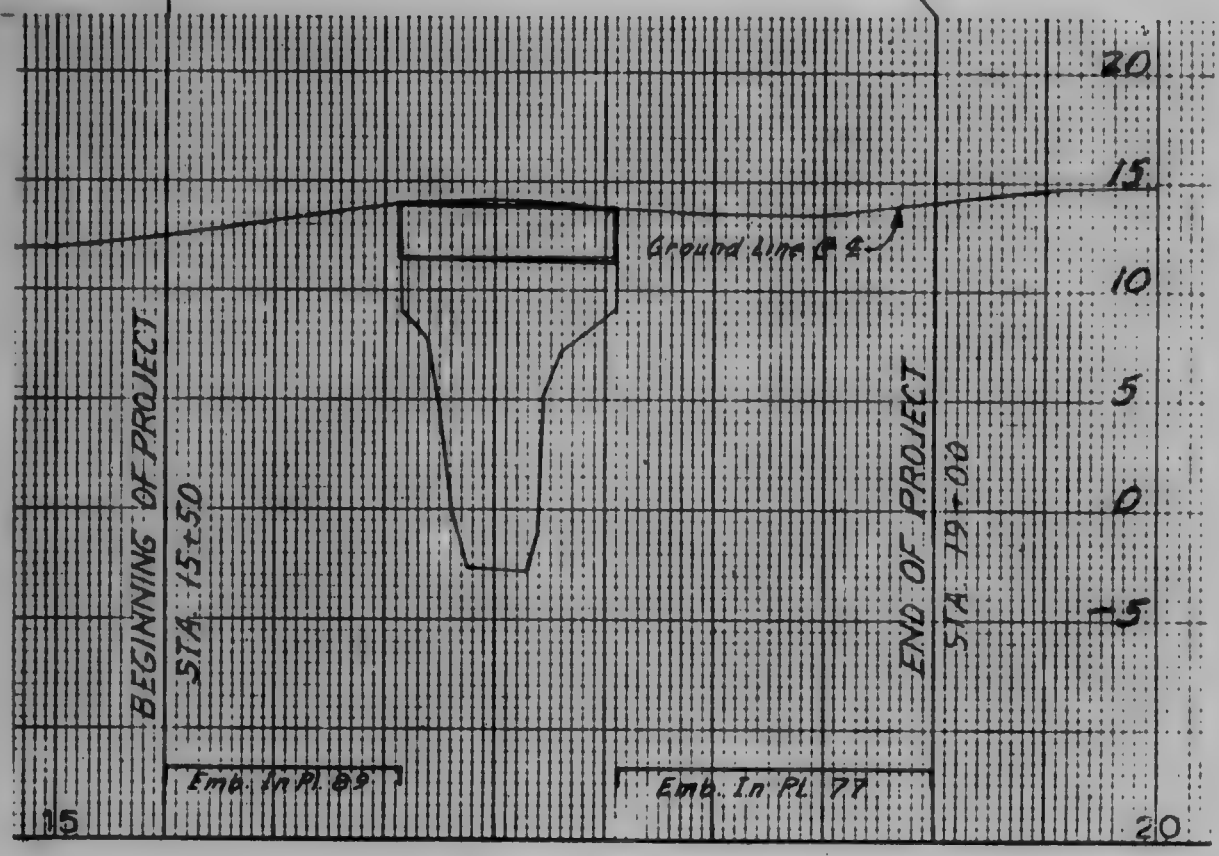


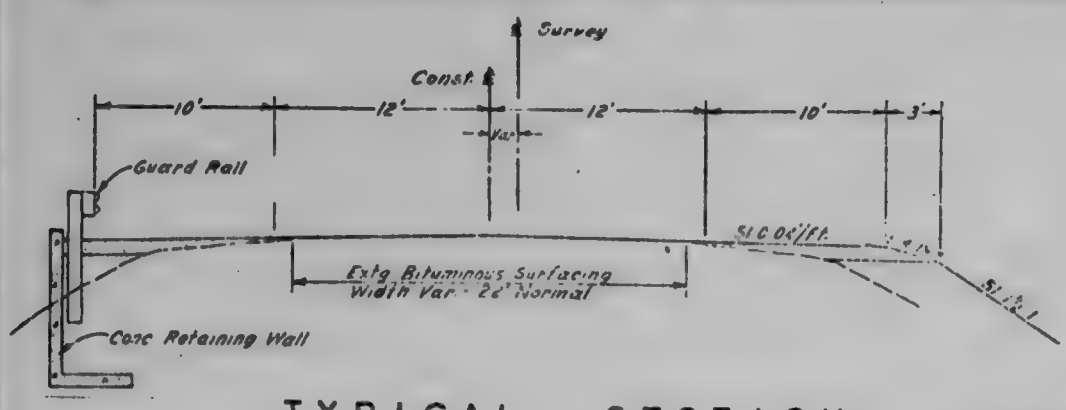
ELEVATION

PROPOSED BRIDGE
OVER
BEAR CREEK
Near Bandon in
Coos County, Oregon
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JULY 1977 SHEET 1 OF 2

Sec. 22, T. 28S., R. 14W., W.M.







TYPICAL SECTION

PROPOSED BRIDGE
OVER
BEAR CREEK
Near Bandon in
Coos County, Oregon
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JULY 1977 SHEET 2 OF 2

8624

2

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE
SEATTLE, WASH. 98174
PHONE (206) 442-5864

RECEIVED
STATE HWY ENGR
JUL 27 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER

16591
Serial 410
18 July 1977

In reply refer to
Proposed Replacement Bridge
Bear Creek Waterway Mile 0.8
near Bandon, Oregon

CY Tarpin
Hart
Vendetti
Patten
7-29-77

PUBLIC NOTICE NO. 77-N-12

BRIDGES

All interested parties are notified that an application has been received from State of Oregon, Department of Transportation, State Highway Building, Salem, Oregon 97310 by Commander, Thirteenth Coast Guard District for approval of location and plans to replace an existing bridge over a navigable waterway as follows:

WATERWAY AND LOCATION

Bear Creek, Mile 0.8 near Bandon, Oregon. Bear Creek is tributary to the Coquille River. Bridge is the former Oregon Coast Highway Bridge.

CHARACTER OF WORK

The applicant proposes to replace an existing wooden structure which was constructed in 1923 with a 22-foot roadway. The proposed new fixed bridge will be a modern concrete structure providing a 44-foot wide roadway. The proposed bridge will be constructed in the same relative position of the right-of-way. The vertical clearance of the proposed bridge will be equal to the existing bridge. The horizontal clearances of the proposed bridge will be increased by 16.3 feet over the existing bridge. The proposed navigation clearances are as follows:

Horizontal	-	48 feet at M.H.W.
Vertical	-	10.5 feet at Normal Low Water (Elevation plus 1.0 feet) 5.0 feet at Mean High Water (Elevation plus 6.5 feet)

ENVIRONMENTAL CONSIDERATIONS

The applicant has prepared an environmental assessment for the proposed construction which they consider a non-major action, Project catagory 3. The assessment is available for review at the office of the applicant and at Commander, Thirteenth Coast Guard District, Aids to Navigation Branch.

Public Notice No. 77-N-12
Bridges

The Coast Guard considers the proposed bridge replacement to be a non-major federal action for purposes of the National Environmental Policy Act of 1969, because the project will consist of reconstruction of an existing bridge on essentially the same alignment and location. The project will be investigated under the several other environmental control laws, including Section 4(f) of the Department of Transportation Act, Section 106 of the National Historic Preservation Act, etc. The project may be reclassified as a major federal action should information be received identifying significant environmental impacts.

A separate permit under Section 404 of the Federal Water Pollution Control Act, Amendment of 1972 may be required for work in the waterway associated with construction of the proposed bridge. Section 404 permits are administered by the Portland District, Corps of Engineers, P. O. Box 2946, Portland, Oregon 97208.

SOLICITATION OF COMMENTS

Interested persons are requested to express their views, in writing, on the suitability of the location, the effect on the environment and the adequacy of the navigation clearances giving sufficient detail to establish a clear understanding of the reasons for support or opposition. Protests or comments will be received for the record at the Office of Commander, Thirteenth Coast Guard District (oan), 915 Second Avenue, Seattle, Washington 98174 through August 17, 1977.

BASIS FOR DECISION

The decision as to whether or not approval of the location and plans for the proposed bridge will be granted must rest upon the impact of the bridge on navigation and the quality of the human environment. Factors such as wildlife and waterfowl refuges, public parks and historic sites will be made part of the record and will be considered in determining whether or not it would be in the best public interest to grant approval.

This Notice consists of two sheets of Notice, four sheets of drawings and one sheet Public Notice by Oregon Department of Environmental Quality.

Sincerely,

R. C. Walton

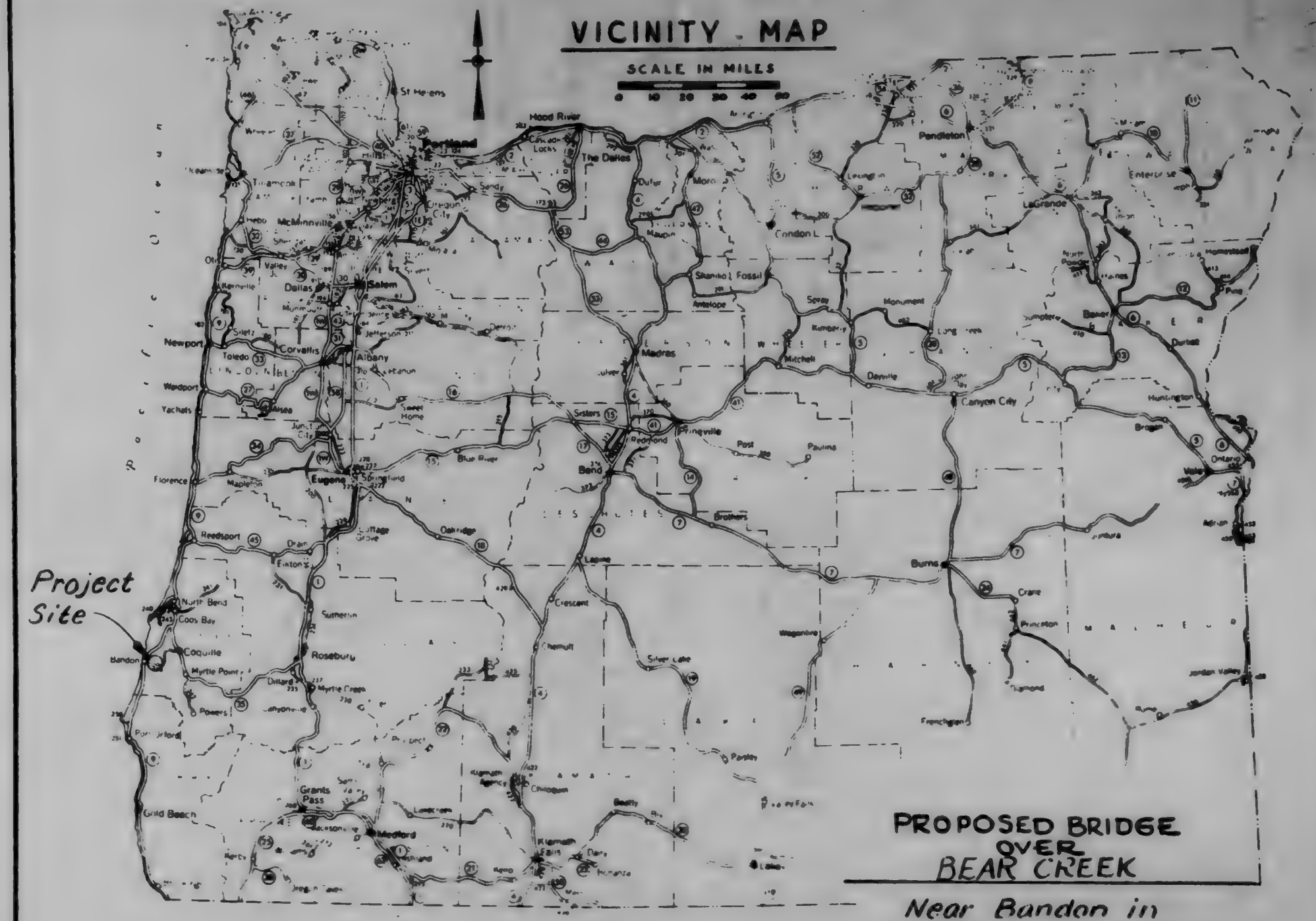
R. C. WALTON
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Encl: (1) Drawings (4)
(2) Oregon DEQ Application Notice
for Water Quality Certification

VICINITY - MAP

SCALE IN MILES

0 10 20 30 40 50

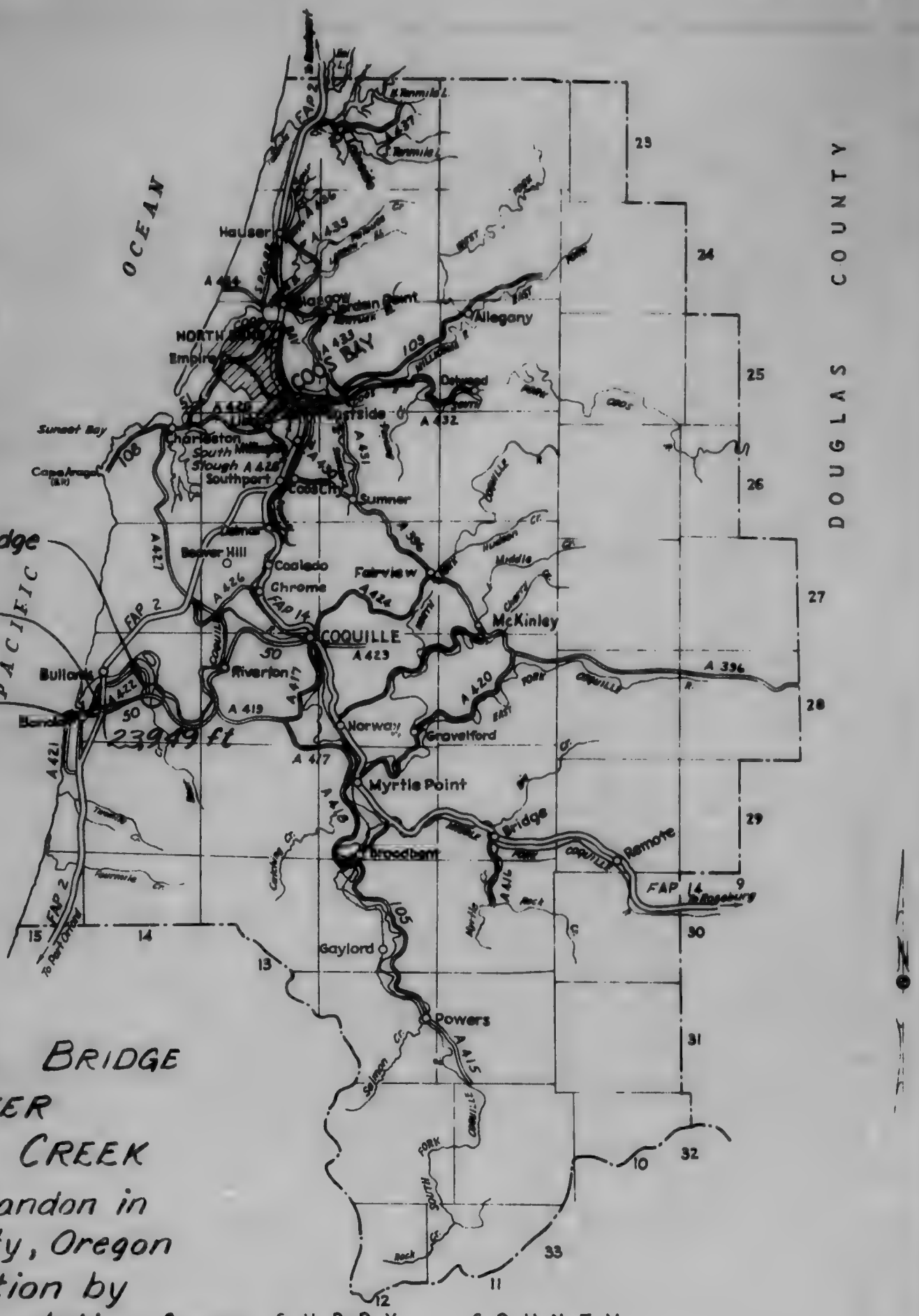


PROPOSED BRIDGE
OVER
BEAR CREEK

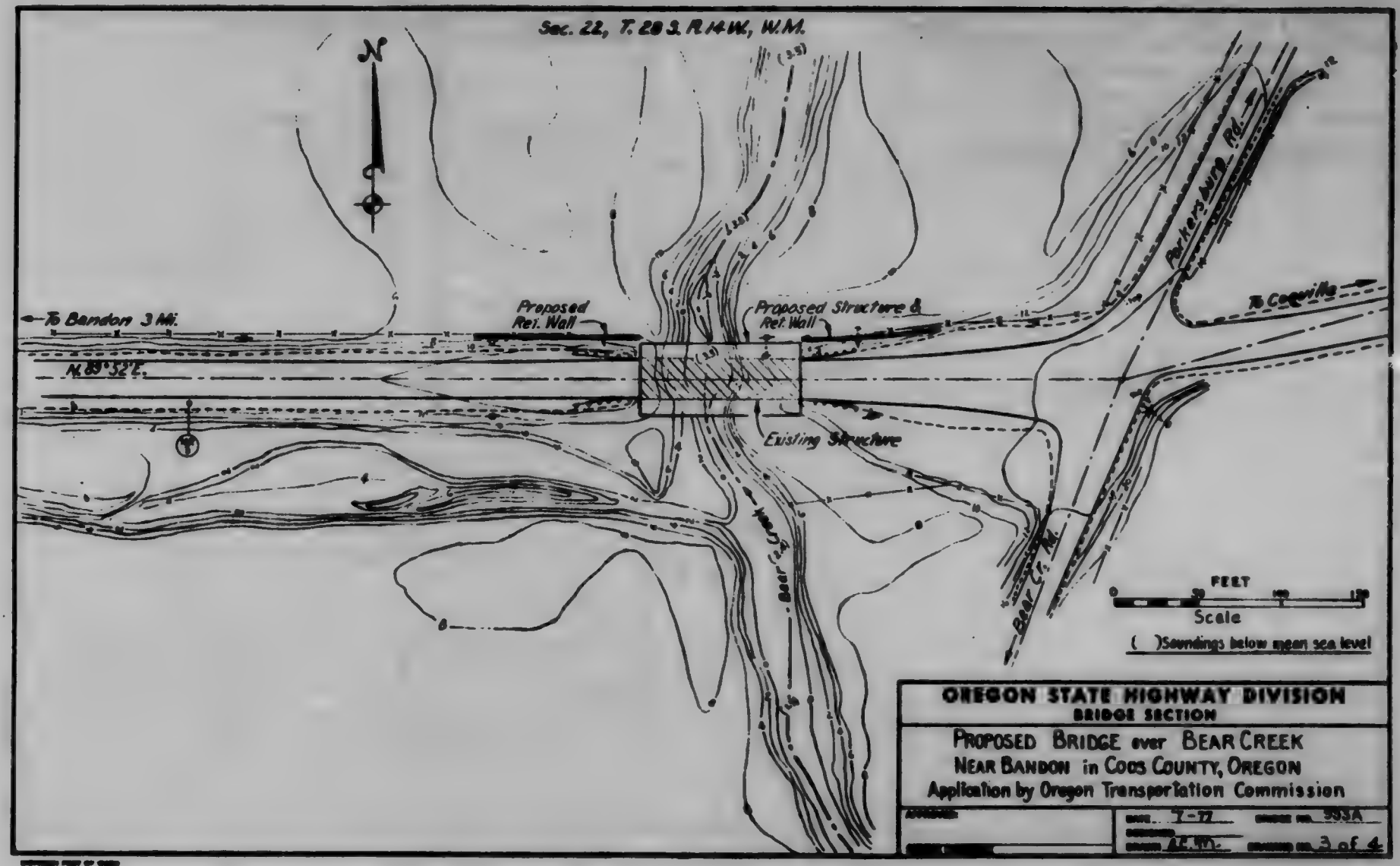
Near Bandon in
Coos County, Oregon

APPLICATION BY
OREGON STATE HIGHWAY COMMISSION

JULY 1977 SHEET 1 OF 4


OCEAN
PACIFIC
DOUGLAS COUNTY
CURRY COUNTY
Hauser
Empire
COOS BAY
Coos Bay
Allegany
Sunset Bay
Charleston
South Slough A 428
Southport
Cape Arago
Coos City
Sumner
Proposed Bridge
N 76°29'49"E
View (O.S.H.D.)
23949 ft
Beaver Hill
Coaledo
Chrome
Fairview
COQUILLE
A 423
McKinley
Bullards
Riverton
A 419
A 396
Norway
Gravelford
A 417
Myrtle Point
Bridge
Broadbent
Remote
FAP 14
Gaylord
Powers
PROPOSED BRIDGE
OVER
BEAR CREEK
Near Bandon in
Coos County, Oregon
Application by
Oregon Transportation Comm.
July 1977
Sheet 2 of 4

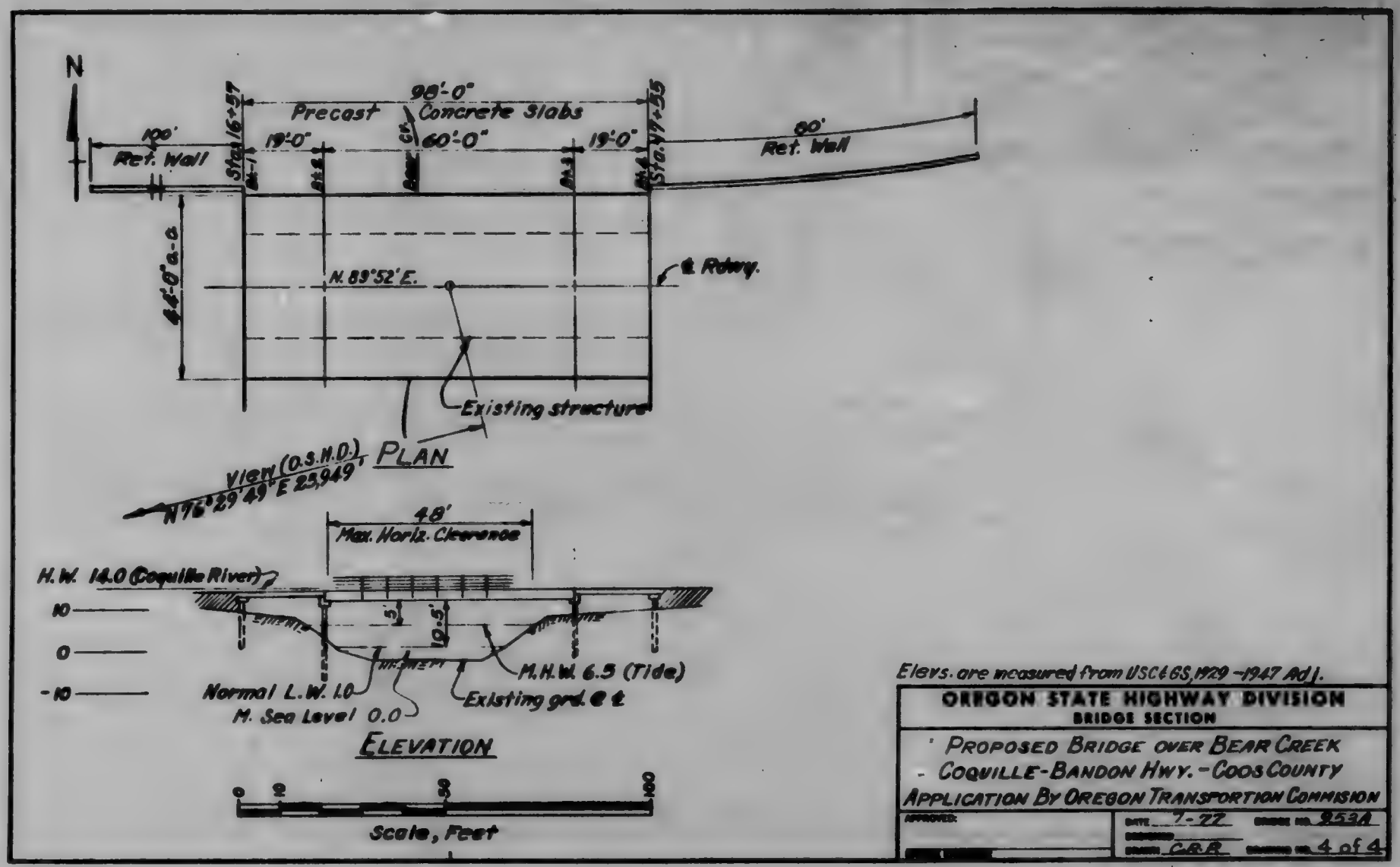
Sec. 22, T. 28 S. R. 14 W., W.M.



OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

PROPOSED BRIDGE over BEAR CREEK
NEAR BANDON in COOS COUNTY, OREGON
Application by Oregon Transportation Commission

DATE 7-72 DRAWING NO. 393A
DESIGNED
DRAWN A.E.W. DRAWING NO. 3 of 4



Elevs. are measured from USC&GS, 1929 - 1947 Adj.

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

PROPOSED BRIDGE OVER BEAR CREEK
- COQUILLE-BANDON HWY. - COOS COUNTY
APPLICATION BY OREGON TRANSPORTION COMMISION

APPROVED:

DATE 7-27 DRAWING NO. 853A
DESIGNED
DRAWN C.B.R. DRAWING NO. 4 of 4

8624

July 14, 1977

Commander
13th Coast Guard District
Aids to Navigation Branch
Federal Building
915 Second Avenue
Seattle, Washington 98174

Dear Sir:

Bridge Permit
Bear Creek Bridge
Coquille-Bandon Highway
near Bandon, Oregon
Coos County
Bridge 953

Bear Creek in Coos County, Oregon, flows into the Coquille River about three miles east of Bandon. One-half mile upstream from its mouth, a bridge carries the Coquille-Bandon Highway across Bear Creek. This is a wooden structure which was constructed in 1923. There is no permit for the bridge. Evidently, none was required at the time of construction. Although the creek is small, it is affected by the ocean tide at the bridge site. It is assumed that this factor determines the creek to be classified as navigable, and that a permit is necessary for its replacement.

The existing bridge has a 22-foot roadway width and is all timber except for the main span girders, which are steel. The spans are 19 feet, 19 feet, 40 feet, and 19 feet. The main span provides, for the use of boats, a horizontal clearance of 31.7 feet when the water level is high enough to provide sufficient river width. The vertical clearance is 10.5 feet at normal low water (this is stream flow; low tide is below the streambed) and 5.0 feet at mean high water (tidal).

It is our intention to replace this bridge with a modern concrete structure in the very near future, using Economic Development Administration funds.

The new structure will have a 44-foot wide roadway and spans of 19 feet, 60 feet, and 19 feet. It will provide river users with a 48-foot maximum horizontal clearance at MHW (tidal). There is insufficient water width at this level to fill the channel, and the

horizontal clearance is from a bridge bent on one side to the bank on the other side. Vertical clearances will be the same as the existing structure. The structure length will be 98 feet, instead of 80 feet as mentioned in the Project Assessment, in order to preserve the existing waterway and prevent possible future litigation due to possible extreme high water impoundment.

Application is hereby made by the Department of Transportation of the State of Oregon at Salem, Oregon for approval by the Commandant of the Coast Guard of plans for replacement of the Bear Creek Bridge at approximately Mile Point 0.5. One set of reproducibles and four prints each of Sheets 1 through 4 of the permit drawings are enclosed.

Legal authority for the structure is found in the General Bridge Act of 1946, amended. Enclosed are four certified copies of the Oregon Transportation Commission's approval for the subject project. This structure will be financed by State and Federal funds.

Four copies of the Project Assessment are enclosed for your information. This is a non-major action, Project Category 3, which requires no further environmental documentation.

This project is being developed for use of Economic Development Administration funding. As you may know, these are the funds with which President Carter expects to stimulate employment. The EDA time limit imposed on spending the funds is such as they deem necessary to get the money into circulation in the shortest time possible. Men must be on the job and working 90 days after the funds are approved by EDA. This cuts processing time to a bare minimum. We have made application to EDA and expect their approval shortly. We need the Coast Guard permit prior to advertising for bids. In order to allow time for advertising, receiving of bids, awarding of contract and contractor's mobilization prior to expiration of the 90-day limit, we need the Coast Guard bridge permit by September 2, 1977.

Your cooperation in this effort to stimulate employment will be greatly appreciated.

Very truly yours,

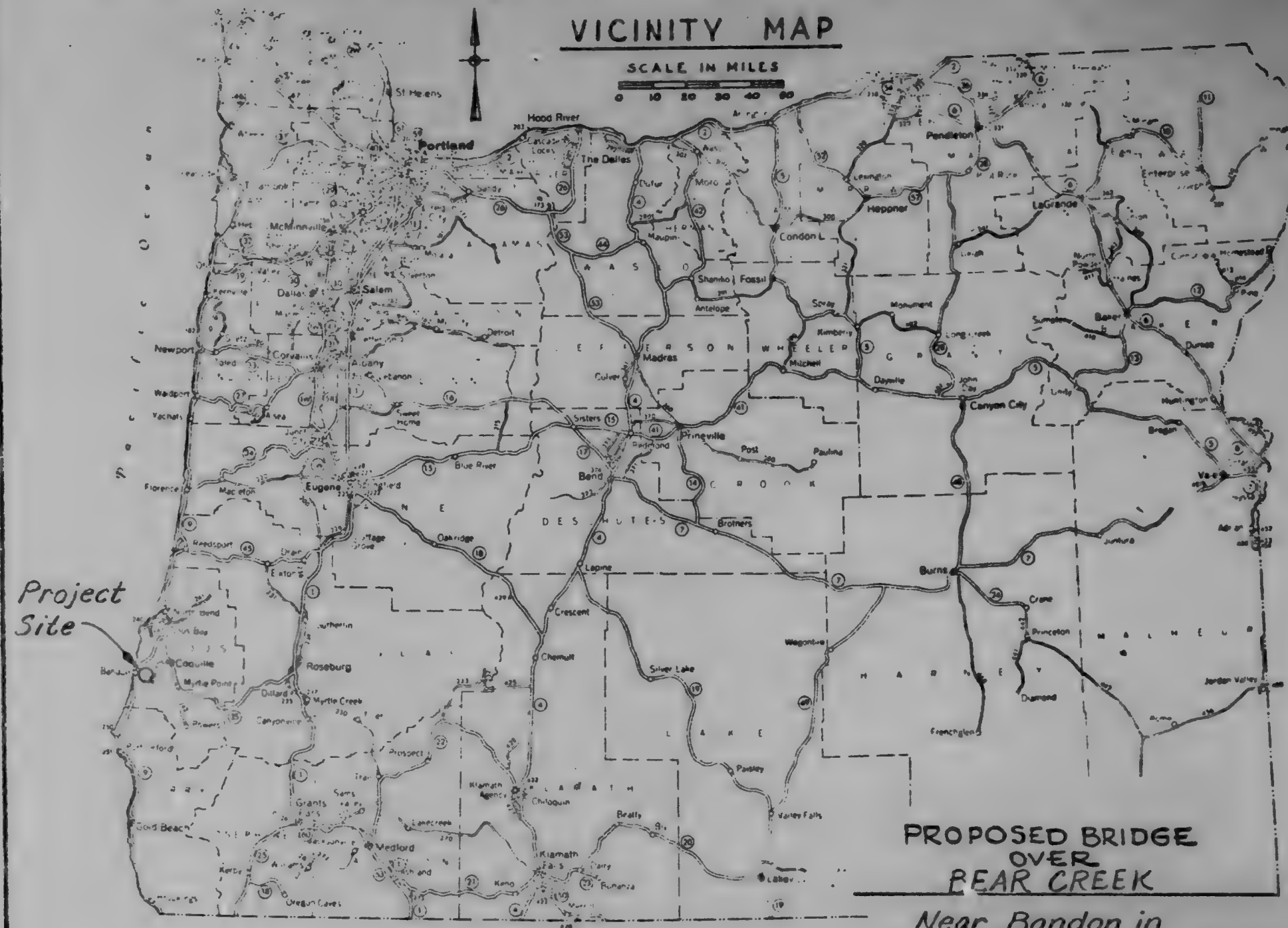
E. S. Hunter
Technical Services Engineer

Enc.

bc F. B. Klaboe
L. W. Rulien
J. H. Versteeg
Walt Hart
Alfred Shirley

RWE:dh ja

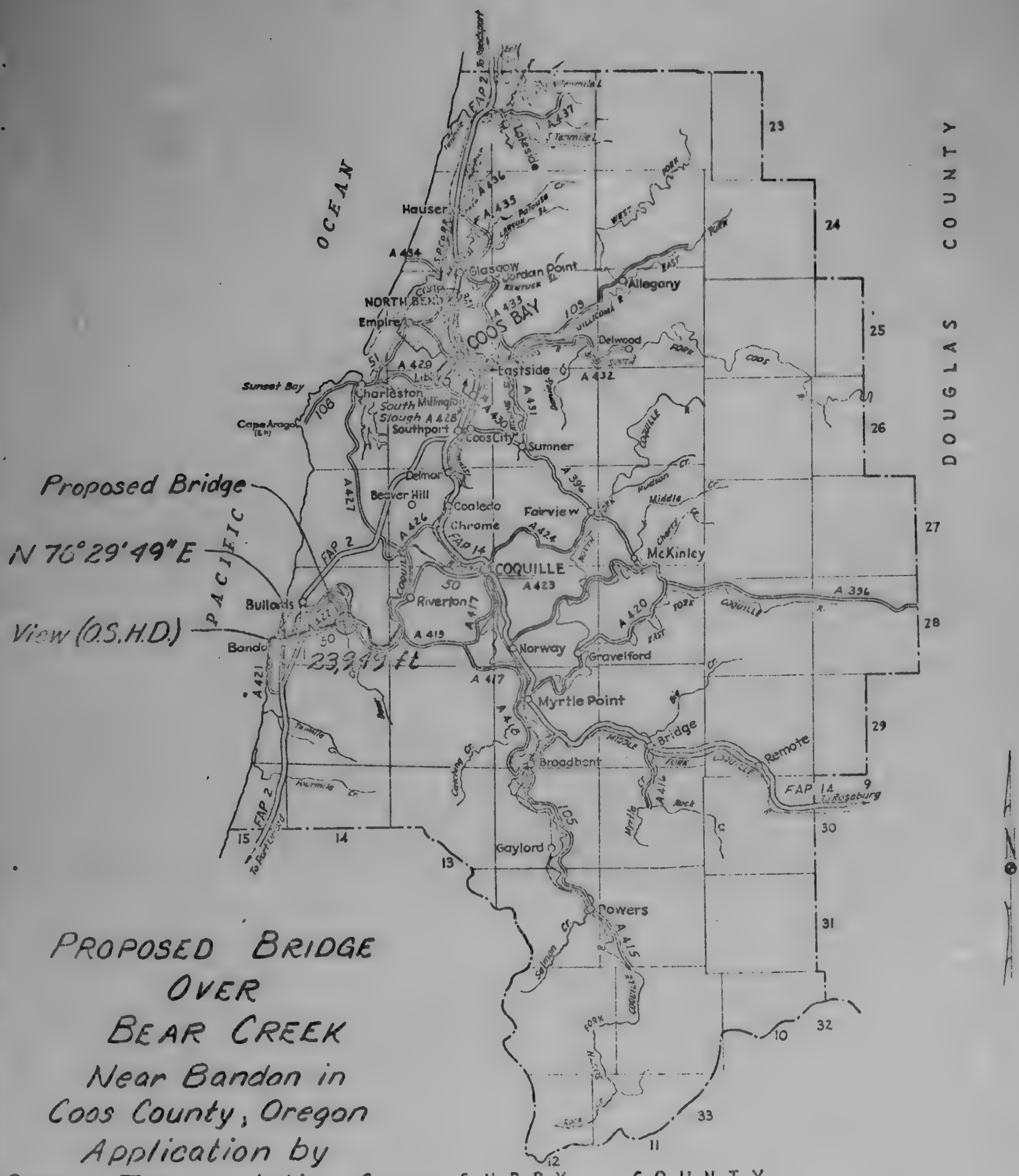
VICINITY MAP



PROPOSED BRIDGE
OVER
BEAR CREEK

Near Bandon in
Coos County, Oregon

APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JULY 1977 SHEET 1 OF 4


OCEAN
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CURRY COUNTY
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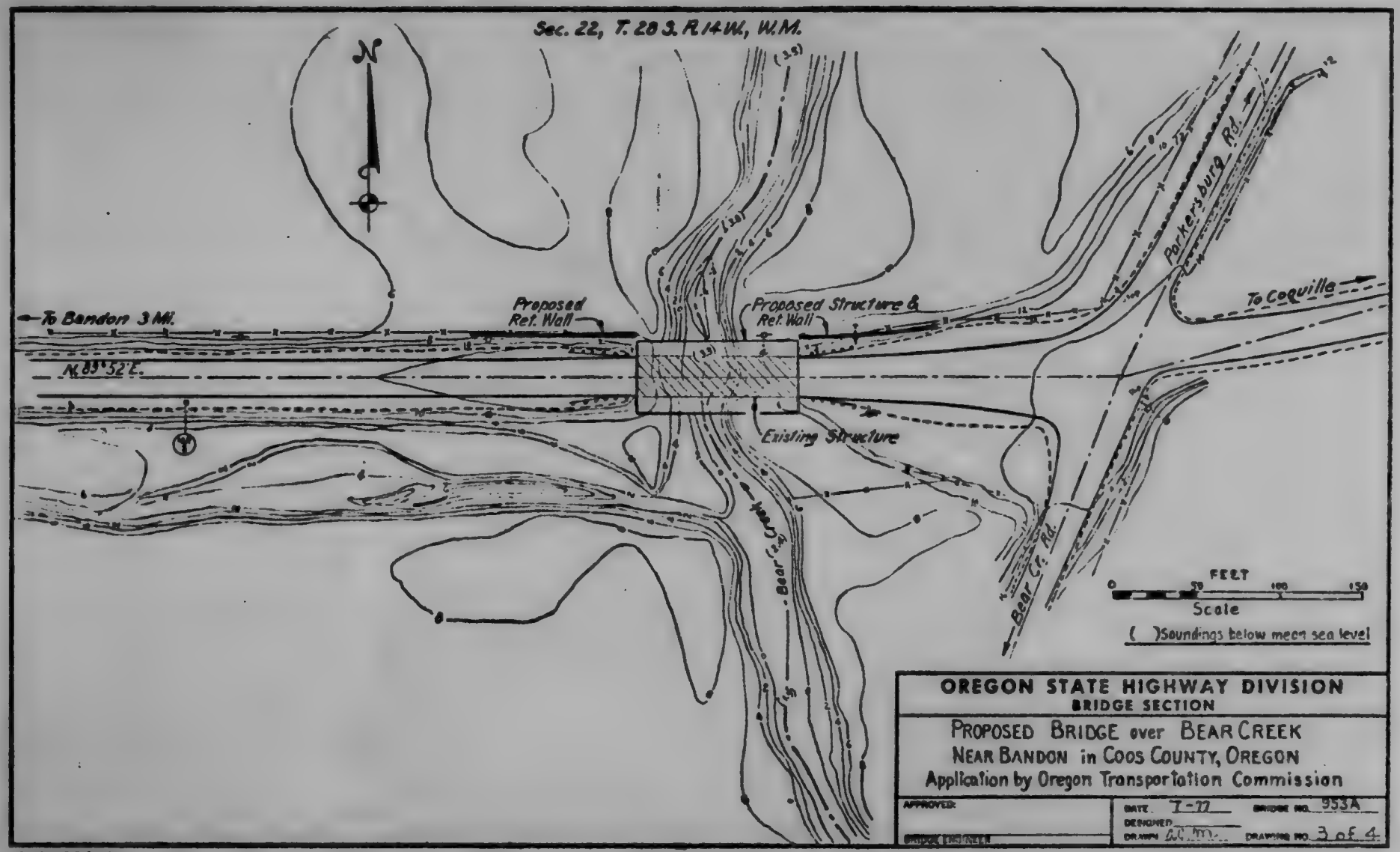
Glasgow
Jordan Point
Allegany
NORTH BEND
Empire
COOS BAY
Delwood
Eastside
Sunset Bay
Charleston
South Millington
Slough A 428
Cape Arago
Southport
Coos City
Sumner
Delmar
Beaver Hill
Coaledo
Chrome
Fairview
McKinley
COQUILLE
A 423
Riverton
Bullards
Bandon
Norway
Gravelford
Myrtle Point
Broadbent
Bridge
Remote
Gaylord
Powers
FAP 2
FAP 14
to Roseburg
to Port Orford
Lakeside
Tenmile
Proposed Bridge
N 70°29'49"E
23,940 ft
View (O.S.H.D.)
PROPOSED BRIDGE
OVER
BEAR CREEK
Near Bandon in
Coos County, Oregon
Application by
Oregon Transportation Comm.
July 1977
Sheet 2 of 4

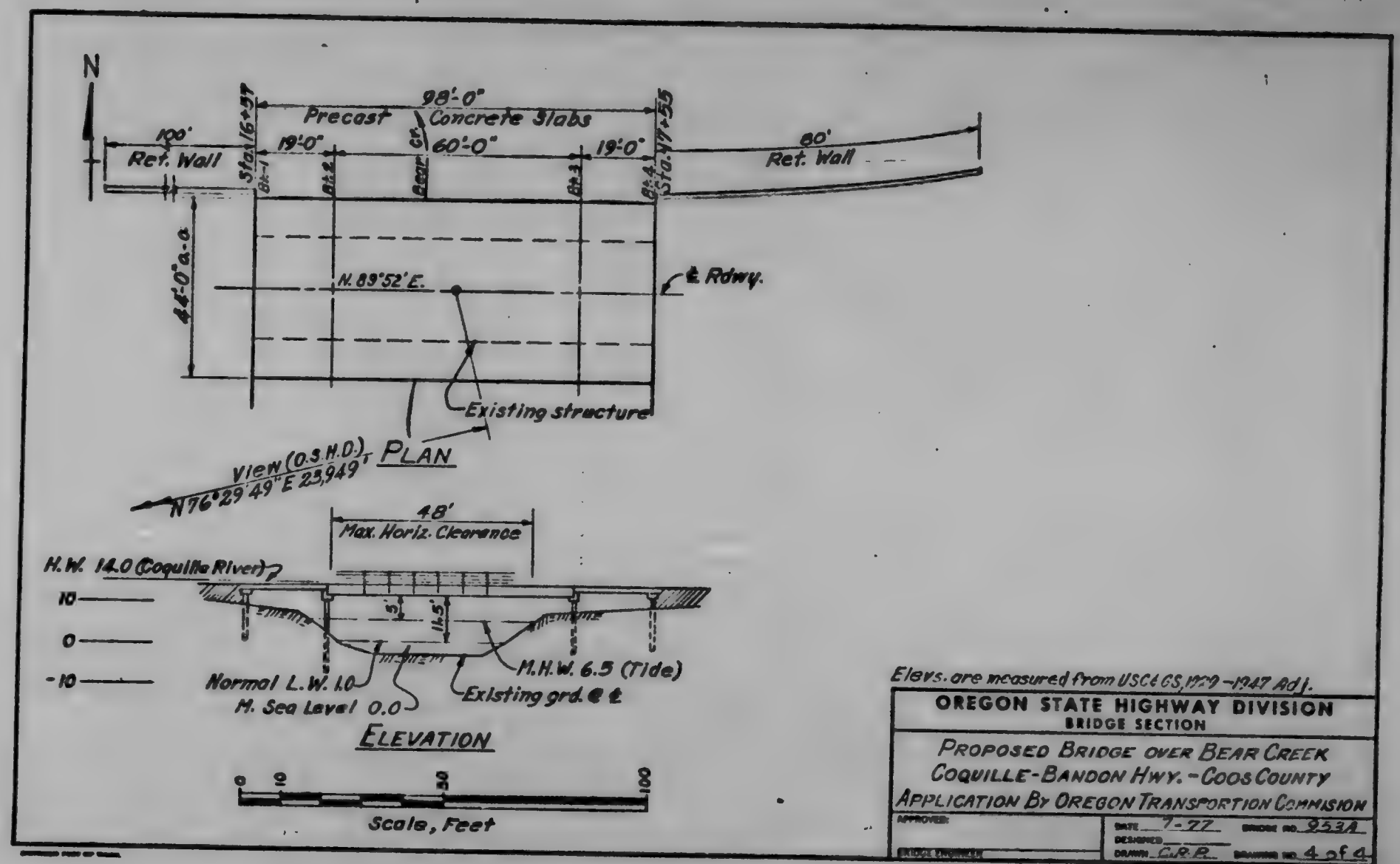


OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

PROPOSED BRIDGE over BEAR CREEK
NEAR BANDON in COOS COUNTY, OREGON
Application by Oregon Transportation Commission

APPROVED:
BRIDGE ENGINEER

DATE 7-77 BRIDGE NO. 953A
DESIGNED
DRAWN DWM DRAWING NO. 3 of 4



Elevs. are measured from USC&GS, 1929 - 1947 Adj.

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

PROPOSED BRIDGE OVER BEAR CREEK
COQUILLE-BANDON HWY. - COOS COUNTY
APPLICATION BY OREGON TRANSPORTION COMMISION

APPROVED:
DATE 7-77 BRIDGE NO. 253A
DESIGNED
DRAWN C.R.R. DRAWING NO. 4 of 4
CHECKED

STATE OF OREGON)
) ss
COUNTY OF MARION)

I, C. W. Head, Manager, Commission Services, do hereby certify that the attached copy of the minutes of the meeting of the Oregon Transportation Commission of June 21, 1977, to be entered in Volume 4 of the minute book, which minutes have not yet been approved by the Oregon Transportation Commission, pertaining to the Bear Creek Bridge on the Coquille-Bandon Highway in Coos County, on page 2008, Item No. 17, Priority No. 3, has been compared by me with the original, and that the same is a true and correct copy of said minutes and of the whole thereof.

Dated this 1st day of July, 1977.

C. W. Head

C. W. Head, Manager
COMMISSION SERVICES

15) Confirmed the Chairman's verbal approval on June 2, 1977, to increase the amount of an emergency request to the Legislature from $153,558 to $160,018 for the Aurora State Airport construction and land acquisition project in Marion County.

16) Adopted a resolution accepting a Grant Offer from the Federal Aviation Administration for financial assistance in the amount of $351,225 for an Airport Development Aid Program project on the Aurora State Airport in Marion County. Total cost of the project which includes construction of a parallel taxiway and land acquisition is $390,250. Acceptance of grant offer is dependent on legislative approval of additional capital construction limitation. ("Aeronautics Miscellaneous Resolution No. 13" on file in the Commission's files, Salem.)

17) Making application for the following 12 Priority Bridge Replacement projects under the Economic Development Administration Local Public Works Program at an estimated cost of $2,505,000. Granted authorization to file applications and sign project agreements.

Priority No.	Project Description	County	Est. Cost
1	Willamette River Overflow Bridge, Albany-Jct. City Hwy. (south of Harrisburg)	Lane	$ 350,000
2	Willamette Overflow Bridge, Albany-Jct. City Hwy. (north of Jct. City)	Lane	320,000
3	Bear Creek Bridge, Coquille-Bandon Hwy.	Coos	210,000
4	Lookingglass Creek Bridge, FAS-B613	Union	80,000
5	North Powder River Bridge, Haines-Anthony Hwy.	Baker	80,000
6	N. & S. Fork Coyote Creek Bridges, Territorial Hwy.	Lane	220,000
7	Meadow Creek Bridge & Culvert, Ukiah-Hilgard Hwy.	Union	250,000
8	Rattlesnake Creek Bridge, John Day Hwy.	Grant	240,000
9	Oak Ranch Creek Bridge, Nehalem Hwy.	Columbia	250,000

(continued on next page)

Priority No.	Project Description	County	Est. Cost
10	Dry Creek Bridge, Crooked River Hwy.	Crook	$ 200,000
11	McKay Creek (Hornecker Rd.) Bridge, Off-Sys. 2034	Washington	215,000
12	McKay Creek (Shaw Bridge), FAS-B579	Umatilla	90,000
	TOTAL		$2,505,000

Mr. Klotz reported that the following informational reports had previously been senc to the Commission:

1) Surplus property, inventory and sales record.

2) Consultant services for the preparation of the environmental statement for the Powell Blvd.-Phase II project.

Written delegated authority reports were mailed to the Commission which show actions taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders: (Exhibits on file in the Commission's files, Salem.)

Chairman of the Oregon Transportation Commission	Exhibit A
State Highway Engineer	Exhibit B
Right of Way Engineer	Exhibit C
State Parks Superintendent	Exhibit D
Chief Counsel	Exhibit E
Highway Controller	Exhibit F
Program Management Engineer	Exhibit G
Location Engineer	Exhibit H

DIRECTOR'S REPORT

Attention was given to an agreement with the Federal Railroad Administration for a State Planning Grant to inventory the State's rail system. Mr. Burco stated that the Federal Railroad Administration has approved the grant which is for a period ending June 30, 1978, in the amount of $186,960.00 and requires State match of $16,014 (7.4%). He indicated the grant agreement has been reviewed by Legal Counsel and is in proper form. The Commission approved the agreement and authorized the Director to sign it in their behalf.

The Commission set Tuesday, July 19, 1977, for their next monthly meeting.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date June 30, 1977

Section Bear Creek Bridge — Unit (if appl) N/A

County Coos — City E. of Bandon

Highway Coquille-Bandon — State Hwy. No. 244

Termini: M.P.(if appl) 3.05 — Length 300+- feet

Region III — Construction Estimate ~~$75,000.00~~ 210,000
Program Amount

B. Purpose of Project: Replacement of the old wooden structure with a prestressed concrete structure.

C. Origin & History of Project: High water in the subject area is often widespread due to out-of-bank flooding from the Coquille River, which in the past has caused inundation of the Coquille-Bandon Highway. Studies were conducted to replace the old wooden structure with culverts, but the hydraulic findings indicate any reduction in the hydraulic capacities could result in more frequent inundation of the highway during peak flows on each stream. The existing wooden structure was constructed in 1923.

D. General Description of Project: The project is located in a rural setting between Coquille and Bandon on the Coquille-Bandon Highway at M.P. 3.05. This proposal will remove the existing structure over Bear Creek and replace it with a new concrete structure. Some grading and paving work will be necessary to complete the approaches to the new bridge.

Alignment: New _____ Existing XX Combined _____

Typical Section: Existing: No. Lanes 2 ; Med. None ; Shldrs. Yes; Parking No

Proposed: No. Lanes 2 ; Med. None ; Shldrs. Yes; Parking No

Traffic: Existing Facility: Existing ADT 1,900 ; Projected ADT 3,800 ; Yr. 20

Existing Level of Service A

Proposed Facility: Projected ADT 3,800 ; Yr. 20

Projected Level of Service A

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels_____

Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any: Materials will have to come from commercial sources. There will be some waste disposal, as the existing structure will have to be removed. The metal "I"-beams, wooden pole caps and some stringers should be salvaged for the state's use. The remainder of the wooden structure should be disposed of in conformance with the Standard Specifications for Highway Construction,1974.

Type of Structure(s): Prestressed concrete structure is proposed.

Brief Description of River or Stream and Type of Involvement, if any: The proposed bridge will span Bear Creek. It will provide more waterway for the meandering stream, which has a history of backing up, causing inundation of the Coquille-Bandon Highway when the Coquille River flows out of its banks.

The drainage area for the Bear Creek Valley amounts to approximately 23 square miles.

Local City, County or COG priorities of project:

Not rated.

FHWA and/or OSHD approvals given, if any: On Bridge Replacement Priority List, Round 2.

Location or Design Alternatives (identify and describe): A hydraulic study was prepared on this proposal in May, 1976. It proposed a 55-foot bridge with vertical abutments or an 80-foot, three-span bridge. The alignment must be maintained as is or additional roadwork would be required, as the structure is located on a rather long tangent.

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The existing highway crosses a fairly level rural valley used for grazing and hay production. The existing highway is elevated about 6 feet above the surrounding land. Bear Creek meanders along the easterly edge of this valley. The proposed roadbed gradient will be less than 1 percent. The proposed structure will not affect this setting, since this is only a replacement structure.

Flora consists of indigenous species of both woody and herbaceous plants, which are located between the existing highway and the right of way fence. The woody plants range in size from saplings to 12-inch diameter, at breast height, and are 25 feet or less in height, consisting mostly of willows. Blackberries, grasses and a few scattered lilac bushes are also in the area.

Bear Creek drains a basin of approximately 23 miles and is a significant tributary of the Lower Coquille River. It has anadromous fish: coho, steelhead and cutthroat and it also probably contains a modest population of resident trout and bullhead.

2. Cultural: The existing highway crosses a rural valley surrounded by rolling hills to the east and west. The present use is for agricultural purposes, mainly pasture land and hay fields.

Noise within the project area is predominantly of traffic origin. The proposed structure will not change the noise level.

Overhead utilities are located within the right of way, with power company facilities on the right side and telephone facilities on the left side.

No residences are in the more immediate project vicinity.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:
No additional R/W is required.

2. Estimated Impact on Traffic Patterns: Traffic will be hampered during construction. A detour will be provided through the work area during construction, which could result in minor delays to the traveling public. After construction, traffic patterns will return to the existing situation.

Consequences--Air Quality, Noise, Safety, etc.:
Since this bridge replaces an existing bridge, no anticipated air quality or noise level increase is expected. The new bridge will be wider than the existing, therefore, the safety aspect should be enhanced.

3. Estimated Impact on Land Use: The proposal will not extend beyond the existing right of way line, therefore there will be no change in present land use.

Consequences:

4. Expected Impact on Natural Ecological Resources: There will be temporary construction related impacts to the crossing site - chiefly clearing and grubbing of vegetation, alteration of the existing banks, and burial of existing ground in the vicinity of the detour.

Consequences:
Water quality will decline in the project reach during construction, vegetation will take several years to become re-established. Most adverse effects will diminish in a few seasons.

5. Expected Impact on Cultural and Scenic Resources:
Except for the removal of vegetation, most negative impacts are tied to construction and will cease with the completion of the project.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

At this stage, there is no critical area of concern, except flooding of the existing highway.

7. Potential for Controversial Issues:

The existing bridge has recently received substantial maintenance raising some question as to why the bridge is now being replaced.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

No conflict.

b. Noise Standards

This project is determined to be unrelated to noise increases per FHMP 7-7-3, hence no noise study is required.

c. Water Quality Standards

To be coordinated with Dept. of Fish and Wildlife and Division of State Lands. A Coast Guard permit will also be required as this reach of Bear Creek is under tidal influences.

d. Area Land Use and Transportation Plans, and Zoning

No conflict.

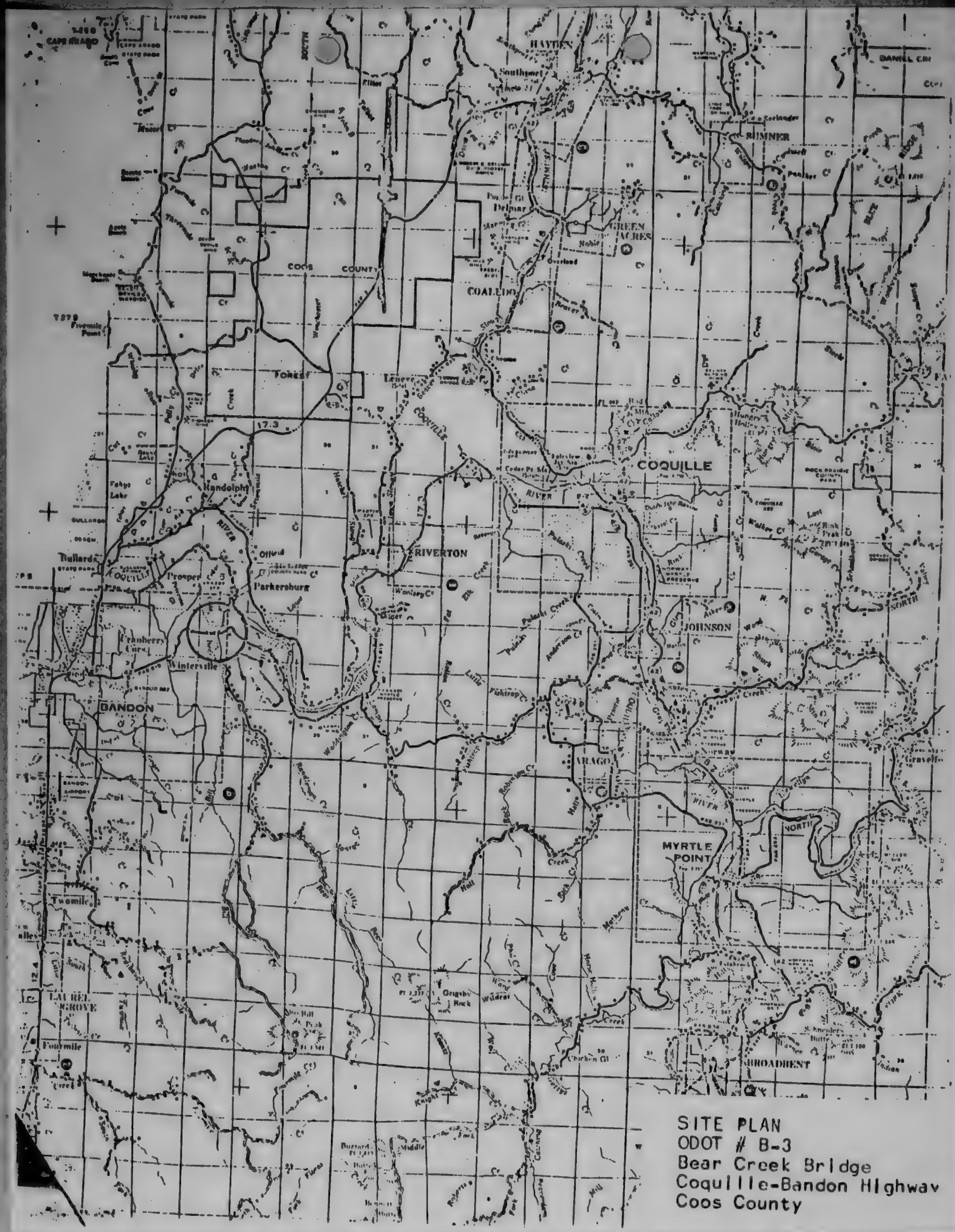
C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	XX ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 XX 3 ____ 4


CAPE ARAGO
HAYDEN
DANIEL CR
SUMNER
Delmar
GREEN ACRES
COOS COUNTY
COALEDO
FOREST
COQUILLE
RIVER
Randolph
Fahys Lake
Bullards
Prosper
Parkersburg
RIVERTON
Cranberry Cr
Winterville
JOHNSON
BANDON
ARAGO
MYRTLE POINT
Twomile
LAUREL GROVE
Fourmile
BROADBENT
SITE PLAN
ODOT # B-3
Bear Creek Bridge
Coquille-Bandon Highway
Coos County

July 7, 1977

Commander R. C. Walton
U.S. Coast Guard
Chief, Aid to Navigation Branch
Thirteenth Coast Guard District
915 Second Avenue
Seattle, WA 98174

Dear Commander Walton:

Attached are the completed forms "Factual Characteristics for Navigability Determinations" for the Bear Creek Bridge (ODOT B-3) PNRS #7706-2-1100 in Coos County on the Coquille-Bandon Highway.

Very truly yours,

'NAL SIGNED BY
D. E. SWAN

D. E. Swan
Federal Aid Engineer

RU:dpy

cc: Bob Ellison - ODOT
Herb Schell - FHWA

Attachment

NOTED
RICHARD UNREIN

FACTUAL CHARACTERISTICS FOR NAVIGABILITY DETERMINATIONS

From:

To: Thirteenth Coast Guard District Legal Officer

Waterway in question Bear Creek, approximately 1/2 mi. above confluence with (name)
Coquille River. Coos County near Bandon, Oregon.

1. Geographical location of waterway Sec. 22, R. 14 W., T. 28 S.

2. Confluence of waterway with other significant waters or navigable waters of the United States Flows into Coquille River 1/2 mile below bridge site.

3. Particulars of waterway at proposed bridge site:

DEPTH	WIDTH
High Water/Tide 17'/9.5' feet	High Water/Tide (A) /80' feet
Low Water/Tide 4°/4° feet	Low Water/Tide 30°/30' feet

Approximate number of months of high water 6, low water 4

4. Present commerce on waterway None

5. Past commerce (Include approx. dates and level of activity) None

6. Proposed commerce in the future None

7. Natural and artificial obstructions to transit of vessels (Indicate which) Too shallow, narrow and crooked - brush and willows growing along both banks.

8. Description of types and costs of potential improvements what would allow transit of vessels Dredge channel to desired depth and width - excessive cost.

(A) Overflows banks during freshet.

9. Is there any evidence of any planned improvements (by anyone) that would affect transit by vessels? If so provide description and approximate cost data None

10. Reasons, if any, subject waterway could not support flow of commerce

Too shallow, narrow and crooked.

11. Does proposed bridge replace existing bridge Yes

Locations of adjacent bridges on same waterway County bridge downstream 200 yards.

12. Position of Corps of Engineers on subject waterway as to navigability or jurisdiction, if known ----

13. Relevant information from local historical society or other records concerning navigational activity on the waterway None

14. Additional remarks -----

15. List of Enclosures (charts, photographs, documents, etc.

General highway map, Coos County, Oregon with bridge site marked.

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE.
SEATTLE, WASH. 98174
PHONE: (206) 442 5864

	Info	FOR	REFER TO: Swan	JUL 1 '77 PROJECT MANAGEMENT
	Investigate			
	R/D			
	Action			
	File			
	Letter			
	See me			

16590
Serial 368
29 June 1977

State of Oregon
Department of Transportation
ATTN: Mr. D. E. Swan
Federal Aid Engineer
State Highway Building
Salem, OR 97310

NOTED
D. H. MOEHRING

RE: Notice of Intent for Federal Aid Funds
Section: Bear Creek Bridge
Highway: Coquille-Bandon Highway
County: Coos

Gentlemen:

The Reference Notice has been received. The project is for replacement of the Bear Creek Bridge on the Coquille-Bandon Highway 0.3 miles east of Bandon. Although no permit was required for the existing bridge the Coast Guard will have an interest in the work if the bridge to be reconstructed is across navigable waters.

To date we have made no determination of navigability for the waterway, therefore, we require your assistance in making the determination. Enclosed is our blank factual characteristics form we use to gather information on navigability/non-navigability of waterways. With your local knowledge of the waterway and access to necessary local records it is requested the form be completed for the waterway at the proposed bridge site and returned so that a determination can be made. If there are any unresolved issues after submission of the form, you may be requested to furnish additional specific information.

After all necessary information is gathered, a determination of navigability will be made. You will be advised of the final determination and whether or not a bridge permit will be required.

Your cooperation is appreciated.

Sincerely,

R. C. WALTON
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

NOTED
R. W. ELLISON

Encl: (1) As noted

Copy to: (1) OSHD, Bob Ellison, Salem, OR
(2) FHWA, Herb Schell, Salem, OR

ODOT B-3

FORM ED-101LPW-S (8-77) (OMB No. 41-R2964; Approval Expires 9/78)

LOCAL PUBLIC WORKS PROGRAM APPLICATION SUPPLEMENT
42 U.S.C. 6706
No Assistance Shall be Approved until a Completed Application has been Received

U.S. DEPARTMENT OF COMMERCE
ECONOMIC DEVELOPMENT ADMINISTRATION
OMB Approval No. 29-R0118

SECTION I - APPLICANT/RECIPIENT DATA

FEDERAL ASSISTANCE

1. Type of action (Mark appropriate box)
- ☐ Preapplication
- ☒ Application
- ☐ Notification of intent (Opt.)
- ☐ Report of Federal Action

2. Applicant's application
a. Number: ODOT B-3
b. Date: Yr. 1977 mo. 7 day 1

3. State application identifier (SAI)
a. SAI Number: PNRS 7706-2-1100
b. Date Assigned: Yr. 1977 mo. 6 day 24

Leave Blank: 7-1-77

4. Legal applicant/recipient
a. Applicant name: Oregon Dept.of Transportation
b. Organization Unit: Project Management Branch
c. Street/P.O box: 207 Transportation Bldg.
d. City: Salem
e. County: Marion
f. State: Oregon
g. ZIP Code: 97310
h. Contact person (Name & phone no.): D.H.Moehring (503)378-6563

5. Federal employer identification no.: 93-6001765W

6. Program (From Federal Catalog)
a. Number: 11.310
b. Title: Local Public Works Capital Development and Investment Program

7. Title and description of applicant's project

Bear Creek Bridge
Coquille-Bandon Highway

Replacement of deficient bridge

8. Type of applicant/recipient
A-State
B-Interstate
C-Substate Distr.
D-County
E-City
F-School District
G-Special Purpose District
H-Community Action Agency
I-Higher Educational Inst.
J-Indian Tribe
K-Other (Specify)
(Enter appropriate letter) A

9. Type of assistance
A-Basic grant
B-Suppl. grant
C-Loan
D-Insurance
E-Other (Specify):
(Enter appropriate letter(s)) A

10. Area of project impact (Name of cities, countries, states, etc.): NA

11. Estimated number of persons benefiting: NA

12. Type of application: NA
A-New
B-Renewal
C-Revision
D-Continuation
E-Augmentation
(Enter appropriate letter)

13. PROPOSED FUNDING

a. Federal	$ 210,000 .00
b. Applicant	.00
c. State	.00
d. Local	.00
e. Other	.00
f. Total	$ 210,000 .00

14. CONGRESSIONAL DISTRICTS OF:
a. Applicant: OR 2nd
b. Project: OR 4th

16. Project Start Date: Yr. 1977 mo. 10 day 15

17. Project Duration: Months 7

18. Estimated date to be submitted to Fed. Agency: Yr. 19 NA

15. Type of Change (For 12C or 12E): NA
A-Increase dollars
B-Decrease dollars
C-Increase duration
D-Decrease duration
E-Cancellation
F-Other (Specify)
(Enter appropriate letter(s))

19. Existing Federal identification number: NA

20. Federal Agency to receive request (Name, City, State, ZIP Code): Economic Development Administration, Seattle, WA 98109

21. Remarks added (See Sec. IV)
☐ Yes ☒ No

SEC. II-CERTIFICATION

22. The Applicant certifies:
a. To the best of my knowledge and belief, data in this preapplication/application are true and correct, the document has been duly authorized by the governing body of the applicant and the applicant will comply with the attached assurances if the assistance is approved.
b. If required by OMB Circular A-95 this application was submitted, pursuant to instructions therein, to appropriate clearinghouses and all responses are attached: (See remarks - Sec. IV if more than 3 clearinghouses)

	No Response	Response Attached
(1)	☐	☐
(2) NA	☐	☐
(3)	☐	☐

23. Certifying representative
a. Typed name and title: D.H. Moehring, Project Management Engineer
b. Signature: D.H. Moehring
c. Date signed: Yr. 1977 mo. 7 day 1

SECTION III - FEDERAL AGENCY ACTION

24. Agency name

25. Application received: Yr. mo. day 19

26. Organizational unit

27. Administrative office

28. Federal application ID: L-

29. Address

30. Federal grant ID

31. Action taken
- ☐ a. Awarded
- ☐ b. Rejected Denied
- ☐ c. Returned for Amendment
- ☐ d. Deferred
- ☐ e. Withdrawn

32. FUNDING

a. Federal	$ .00
b. Applicant	.00
c. State	.00
d. Local	.00
e. Other	.00
f. Total	$ .00

33. Action date: Year 19 month day

34. Starting date: Yr. 19 mo. day

35. Contact for additional information (Name and telephone number)

36. Ending date: Yr. 19 mo. day

37. Remarks added (See Sec. IV)
☐ Yes ☐ No

38. Federal Agency A-95 Action
a. In taking above action, any comments received from clearinghouses were considered. If agency response is due under provisions of Part I, OMB Circular A-95, it has been or is being made.
b. Federal Agency A-95 Official (Name and telephone no.)

ODOT B-3

LOCATOR NUMBER L- - - -

Part II
Other Required Information and Exhibits

NOTICE: Companion Form EC-101LPW is amended as follows: P.L. 94-369 shall read, "42 USC 6701 et. seq." and Sec. 107, P.L. 94-369 shall read, "42 USC 6706."

1. Project location:

(a) City or other municipality N/A

(b) County or equivalent Coos

(c) State Oregon

2. Purpose of this submission: *(Check one)*

(a) Reconsideration of previous application (per above locator number) [ ] 1

(b) Submission of new application (Form ED-101 LPW is attached) [X] 2

If new application attach as Exhibit S-II-2 Narrative Statement of Reasons

3. Priority assigned to project: Oregon Governor's List 11

4. Is this Application endorsed by any other applicant(s)?

Please check one Yes [ ] 1 No [X] 9

5. Is the project area a community or neighborhood (pocket of Poverty) within an otherwise ineligible city in accord with Sec. 108(e)?

Please check one Yes [ ] No [X]

If "YES," enter the unemployment rate for the area from Exhibit S-II-5 _____ %

6. Does the operation and utility of this project depend on the completion of any other project(s) not yet fully operational?

Yes [ ] No [X]

If "YES," attach as Exhibit S-II-6 a narrative description of the other project or projects and a report on the status of each.

FOR EDA USE ONLY

	PJP	(a)	
	PFC	(b)	
	PST	(c)	
RPA	AFS	4f	Applicant Address Code
	PCC	4e	
	PCY	4d	
	ZIP	4g	
PPN	SCY		
	SCC		
SBA	SST		
	SP$		
	ISA	3	
	PSA		
	CGA		
PUN	CGP		
	WKT	(7)	
	TYP	(8)	
	PSD	(16)	M M D D Y Y
	PDU	(17)	MOS.
	RII	(25)	M M D D Y Y
	CCC	(IV)	1 = Yes 9 = No
	LP$	(IV)	
	TP$	(IV)	
	ENG	(IV)	
	PRG		
	APP	4a	
	ORG	4b	
	ADR	4c	

LOCATOR NUMBER

L - [ ][ ] - [ ][ ][ ][ ] - [ ]

7. Indicate status of project clearance by A-95 Clearinghouse and State Historic Preservation Officer (SHPO): (Check all Appropriate)

☐ a. This project is being submitted to EDA for reconsideration and no significant changes have been made in the size or scope of the project, and

- ☐ (1) A-95 Clearinghouse comments are attached as Exhibit S-II-7a.
- ☐ (2) SHPO comments are attached as Exhibit S-II-7b.
- ☐ (3) A-95 Clearinghouse comments were not received.
- ☐ (4) SHPO comments were not received.

☐ b. This project is being submitted to EDA for reconsideration and one or more significant changes have been made in the size or scope of the project, and

- ☐ (1) The project has been re-submitted to the appropriate A-95 Clearinghouse(s) for comments
- ☐ (2) The project has been re-submitted to SHPO for comments

☒ c. This project is a new or substitute project now being submitted to EDA for the first time, and Form ED-101LPW is attached, and

- ☒ (1) The project has been submitted to the appropriate A-95 Clearinghouse(s) for comment
- ☒ (2) The project has been submitted to SHPO for comment

☒ d. A copy of this applicant's individual or joint listing of Submitted and Endorsed Applications has been forwarded to the appropriate A-95 Clearinghouse(s) and SHPO for information.

8. Energy conservation measures associated with the project. Check all of the statements which apply to this project.

☐ a. The project has been designed in conformity to all applicable American Society of Heating, Refrigerating and Air Conditioning Engineers, Inc., and to state standards for the area in which it is located.

☐ b. The project involves redesign and retrofit of an existing facility for increased energy conservation

☐ c. The project makes use of one or more alternative sources of energy (solar, geothermal, etc.)

N/A

UDOT B-3

LOCATOR NUMBER

L - [ ][ ] - [ ][ ][ ][ ][ ] - [ ]

Part IV. PROJECT BUDGET INFORMATION

Section A – CALCULATION OF LPW GRANT BUDGET

COST CLASSIFICATION (a)	PREVIOUS ESTIMATE (b) NA	PRESENT ESTIMATE (c)	EDA USE ONLY
1. Administration Expenses	$	$ 0	LAD
2. Architectural/Engineering		0	
3. Other Architectural/Engineering Fees (X)		0	LAE
4. Project Inspection Fees *		21,000	
5. Relocation Expenses		0	LPR
6. Relocation Payments to Individuals and Businesses		0	
7. Demolition and Removal a. Labor		0	LDL
b. Non-labor		0	
8. Construction and Project Improvement a. Labor		64,584	LCL
b. Non-labor		50,000	
9. Equipment		60,416	LPE
10. TOTAL *(Lines 1 thru 9)*	$	$ 196,000	
11. Add: Contingencies		14,000	LPC
12. TOTAL LPW Project Amount (eligible costs only)	$	$ 210,000	
13. Federal Share Requested of Line 12 (LPW)		210,000	LP$
14. Other Shares (State, Local, Federal) a. State		0	
b. Other Local/Federal *(Identify under "Remarks" below)*		-	
15. TOTAL Project *(Lines 13 + 14a and b) Includes ineligible costs if any*	$	$ 210,000	TP$

Section B – REMARKS

Total additional cost for energy conservation revisions $_____

*Line 4 - Resident Engineer's Salary $2532/month plus construction engineering and inspection fees.

Note: Federal Management Circular 74-7, Exhibit M-4 (modified)

Coos County Bridge Project

LOCATOR NUMBER L-[ ][ ]-[ ][ ][ ][ ]-[ ]

Part V. CIVIL RIGHTS INFORMATION

1. How many definable minority group persons (as defined in 28 CFR 42.402(e)) reside within the jurisdiction served by the applicant?

a. (1,288-Co.) State-73,883 (Number)

b. (2.3%-Co.) State-4.8% (Percentage of total population of applicant's jurisdiction.)

c. Source of above data State of Oregon - Employment Division Department of Human Resources

2. Is the proposed facility displacing or causing the relocation of those persons identified in Question 1?

☐ Yes ☒ No

ANSWER THE FOLLOWING QUESTION ONLY IF THE ANSWER TO QUESTION 2 IS "YES"

3. What action is being taken to ensure that these persons will be displaced or relocated on a nondiscriminatory basis?

NA

ANSWER QUESTIONS 4 AND 5 ONLY IF THE PERCENTAGE GIVEN IN ANSWER TO QUESTION 1 IS 5% OR LARGER

4. What percentage of the definable minority-group persons identified in Question 1 will be served by the proposed project? _____ %

5. Are the proposed project site and/or services readily accessible to the minority population identified in Question 1?

☒ Yes ☐ No

ANSWER QUESTION 6 ONLY IF THE ANSWER TO QUESTION 5 IS "NO"

6. What action has the applicant taken or what action does it plan to take to ensure that the minority population receives services on a nondiscriminatory basis?

7. Pursuant to the instructions for Part IV, each applicant must attach as Exhibit S-V-7 one of the following documents, displaying data for the year 1976:

☐ A Form ED-612

☒ Form EEO-4 in its entirety, including a summary total sheet

☐ A partial Form EEO-4, including the summary total sheet and detailed data only on the specific department applying

☐ Form EEO-5

☐ Form EEO-6

PART VI: ASSURANCES

Locator Number
L - [ ][ ] - [ ][ ][ ][ ] - [ ]

The applicant hereby assures and certifies that it shall comply with the regulations, policies, guidelines and requirements, including Office of Management and Budget Circular No. A-95, and Federal Management Circulars 74-4 and 74-7, as they relate to the application, acceptance and use of Federal funds for this federally assisted project. Also, the applicant gives assurance and certifies with respect to the grant that:

1. It shall require the facility to be designed in accordance with the provisions of 41 CFR Subpart 101-19.6 "Accomodations for the Physically Handicapped." The applicant shall be responsible for continuing inspections to insure compliance with this requirement by the contractor.

2. No contract will be awarded in connection with the project to any bidder who will employ any alien in the United States in violation of the Immigration and Nationality Act or any other law, convention, or treaty of the United States relating to the immigration, exclusion, deportation, or expulsion of aliens.

3. The project will be constructed from raw materials mined or produced in the United States and from United States manufactures substantially made from materials mined, produced or manufactured in the United States, unless the Assistant Secretary determines that this requirement is not applicable to the applicant's project.

4. At least 10 per centum of the amount of each grant shall be expended for minority business enterprises, unless the Assistant Secretary determines that this requirement is not applicable to the applicant's project. For the purpose of this paragraph, the term "minority business enterprise" means a business at least 50 per centum of which is owned by minority group members or, in case of a publicly owned business, at least 51 per centum of the stock of which is owned by minority group members. For the purposes of the preceding sentence, minority group members are citizens of the United States who are Negroes, Spanish-speaking, Orientals, Indians, Eskimos, and Aleuts.

5. Special consideration, consistent with existing applicable collective bargaining agreements and practices, shall be given to the employment on the project of qualified disabled veterans as defined in 38 USC 2011 (1), and to qualified Vietnam-era veterans, as defined at 38 USC 2011 (2) (A).

6. If the grant is made under the provisions of Section 108(e) of the Act (Pocket of Poverty), employment engendered by the project will be offered preferentially to the residents of the neighborhood or community that defines the project area. Further, the project will be located physically within the project area as defined in Exhibit S-II-5, previously submitted to EDA.

7. No part of the construction (including demolition and other site preparation activities), renovation, repair or other improvement of the project shall be performed directly by any department, agency, or instrumentality of any State or local government. Construction of the project shall be performed by contract awarded by competitive bidding, unless the Assistant Secretary determines that some other method of bidding is in the public interest.

8. The applicant will comply with assurances made previously in connection with any earlier application submitted on Form ED-101LPW for financial assistance for the project herein described if assistance for the project is approved.

EXHIBIT S-II-2

This application is being submitted to fulfill compelling local needs. This bridge is on a list of critical bridges in serious need of replacement. Alternative funding sources are not available to construct the bridge. In addition, the relative size of the proposed project lends itself to providing the most benefit in reducing unemployment and stimulating the local economy.

0001 U-3

L[illegible]TOR NUMBER

L- [ ][ ]-[ ][ ][ ][ ]-[ ]

LIST OF EXHIBITS

Number of Exhibit	Description of Exhibit	Attached? Yes	Attached? No	EDA USE ONLY
ED-101 LPW	LPW Application (for new projects)	X		
S-II-2	Narrative statement concerning reasons for submitting new application	X		
S-II-3a	List of Submitted and/or Endorsed LPW Applications in Order of Priority	X		
S-II-3b	Local Government/School District List of Submitted and/or Endorsed LPW Applications in Order of Jointly-Assigned Priority		X	
S-II-4	Certificate of Project Endorsement		X	
S-II-5	Definition of Community or Neighborhood (Pocket of Poverty) within an Otherwise Ineligible City, and Statement of Average Unemployment Rate		X	
S-II-6	Statement concerning dependence of this project on other projects and status of each		X	
S-II-7a	Comment from A-95 Clearinghouse		X	
S-II-7b	Comment from SHPO		X	
S-III-1	Updated architect/engineer (A/E) report		X	
S-III-2	Continuation Sheet – Detailed Statement of changes in Application Data (____ pages)		X	
S-V-7	Civil Rights documentation, Form EEO-4 (Applicant: Enter Identifying Number)	X		
S-VI-3	Request for waiver of "buy American" requirement		X	
S-VI-4	Request for waiver of 10% minority business enterprise requirement		X	
S-IV-7	Request for waiver of competitive bidding requirement		X	

ODOT B-3

ROBERT W. STRAUB
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

PROJECT MANAGEMENT
JUN 29 '77
REFER TO:
Swann
FOR
Info | Investigate | R/D | Action | File | Letter | See me

June 28, 1977

NOTED
D. H. MOLHRING

Mr. C. Mark Smith
Regional Administrator
Economic Development Administration
Lake Union Building
1700 Westlake Ave.
Seattle, Washington 98109

Dear Mr. Smith:

I am in receipt of your letter dated June 7, 1977, advising that the "Planning Target" for the State of Oregon for Round II of the Local Public Works Program is $5,670,000. The registered letter was received on June 13, 1977.

In accordance with the rules and regulations as published in the Federal Register on May 27, 1977 and the EDA guidelines, the enclosed list of projects is submitted as the State of Oregon's priority list.

All but three of the projects are new and will require the submittal of the full applications as well as supplemental forms.

In reviewing the public works requirements of the State, and after consultation with the Legislature, I believe that even though the projects submitted during Round I are still badly needed, it would be in the best interests of the state to submit these new projects for Round II funding.

Appropriate applications for each of the projects are being finalized and will be forwarded in the next few days.

Sincerely,

Governor

NOTED
RICHARD UNREIN

RWS:djg
Enclosure
cc: Tom Current, EDA

ODOT B-3

LOCATOR NUMBER L- [ ][ ] - [ ][ ][ ][ ][ ] - [ ]

EXHIBIT S-II-3a

LIST OF SUBMITTED OR ENDORSED LPW APPLICATIONS IN ORDER OF PRIORITY

Legal Name of Applicant	Street/P.O. Box
State of Oregon Department of Transportation	207 Transportation Building
	City: Salem
Organizational Unit	County: Marion
Project Management Branch	State: Oregon — ZIP Code: 97310

NOTE: SCHOOL DISTRICTS MUST IDENTIFY THE CITY (OR CITIES AND COUNTY) PRINCIPALLY TO BE SERVED BY EACH PROJECT.

Type of Applicant and Relationship to School District

As defined in the Instruction to Part I-1 of the LPW Application Supplement,

- [xx] The Applicant is neither a city, a county, nor a school district.
- [ ] The applicant is a city or a county, and there is no school district with authority under law to apply for LPW funds for school projects principally to serve the city or county.
- [ ] The applicant is a city or a county, and no school district with authority to apply for EDA funds for school projects principally to serve the local jurisdiction has applied or will apply for such assistance.
- [ ] The applicant is a city, a county or a school district authorized to apply for LPW funds for school projects principally to serve a city or a county and wishes EDA to select among the Local Government's and school district's applications.

Priority	EDA Locator Number	Name of Applicant and Description of Project	LPW Funds Requested
Highest 1		Salem Motor Pool Building	$ 646,000
2		Remodel Eugene Office Building	$ 462,000
3		Sewer Renovations, Marion County	$ 281,000

ODOT B-3

LOCATOR NUMBER L- [ ][ ]-[ ][ ][ ][ ]-[ ]

Priority	EDA Locator Number	Name of Applicant and Description of Project	LPW Funds Requested
4		Pendleton Office Building	$ 1,569,000
5	OR-0538-1	Historic Restoration of Wolf Creek Tavern	$ 600,000
6		Port Orford Sewerage Project	$ 210,000
7		Willamette River Overflow Bridge Albany-Junction City Highway	$ 350,000
8		Willamette Overflow Bridge Albany-Junction City Highway	$ 320,000
9	OR-0361-0	Restroom for Shore Acres	$ 95,000
10		Sewage Collection for Beverly Beach	$ 150,000
11		Bear Creek Bridge Coquille-Bandon Highway	$ 210,000
12		Beach Access Facilities at Oceanside	$ 150,000
13		Beach Access Facilities at Manhattan Beach	$ 175,000
14		North Powder River Bridge Haines-Anthony Highway	$ 165,000
15		Lighthouse Restoration for Cape Meares	$ 45,000

continuation sheet attached

LOCATOR NUMBER L - [ ][ ] - [ ][ ][ ][ ][ ] - [ ]

ODOT B-3

Priority	EDA Locator Number	Name of Applicant and Description of Project	LPW Funds Requested
16		Meadow Creek Bridge & Culvert Ukiah-Hilgard Highway	$ 250,000
17	OR-0362-0	Restroom for Fogarty Creek	$ 90,000
18		Oak Ranch Creek Bridge Nehalem Highway	$ 250,000
19		Deer Island Wayside	$ 50,000
			$
			$
			$
			$
			$
			$
			$
			$

FORM ED-101LPW-S (5-77)

USCOMM-DC 63948-P77

EXHIBIT S-V-7 ODOT B-3

EQUAL EMPLOYMENT OPPORTUNITY COMMISSION

STATE AND LOCAL GOVERNMENT INFORMATION (EEO-4)

EXCLUDE SCHOOL SYSTEMS AND EDUCATIONAL INSTITUTIONS

(Read attached instructions prior to completing this form)

FORM APPROVED OMB NO 124 R0009

MAIL COMPLETED FORM TO

Oregon State Highway Division (DOT)
State Transportation Bldg.
Salem, OR 97310

A. TYPE OF GOVERNMENT (Check one box only)

☒ 1. State ☐ 2. County ☐ 3. City ☐ 4. Township ☐ 5. Special district

☐ 6. Other (Specify)

B. IDENTIFICATION

1. NAME OF POLITICAL JURISDICTION (If same as label, skip to item C)

EEOC USE ONLY A

2. Address - Number and Street	CITY/TOWN	COUNTY	STATE/ZIP	B

C. FUNCTION

(Check one box to indicate the function for which this form is being submitted. Data should be reported for all departments and agencies in your government covered by the function indicated. If you cannot supply the data for every agency within the function, please attach a list showing name and address of agencies whose data are not included.)

	1 FINANCIAL ADMINISTRATION Tax assessing, tax billing and collection, budgeting, purchasing, central accounting and similar financial administration carried on by a treasurer's, auditor's or comptroller's office and GENERAL CONTROL Duties usually performed by boards of supervisors or commissioners, central administrative offices and agencies, central personnel or planning agencies, all judicial offices and employees (judges, magistrates, bailiffs, etc.)		8 HEALTH Provision of public health services, outpatient clinics, visiting nurses, food and sanitary inspections, mental health, etc.
			9 HOUSING Code enforcement, low rent public housing, fair housing or divorce enforcement, housing for elderly, housing rehabilitation, rent control
XX	2 STREETS AND HIGHWAYS Maintenance, repair, construction and administration of streets, alleys, sidewalks, roads, highways and bridges		10 COMMUNITY DEVELOPMENT Planning, zoning, land development, open space, beautification, preservation
	3 PUBLIC WELFARE Maintenance of homes and other institutions for the needy, administration of public assistance (Hospitals and sanatoriums should be reported as item 7.)		11 CORRECTIONS Jails, reformatories, detention homes, halfway houses, prisons, parole and probation activities
	4 POLICE PROTECTION Duties of a police department, sheriff's, constable's, coroner's office, etc., including technical and clerical employees engaged in police activities		12 UTILITIES AND TRANSPORTATION Includes water supply, electric power, transit bus systems, water transportation and terminals
	5 FIRE PROTECTION Duties of the uniformed fire force and clerical employees (Report any forest fire protection activities as item 6.)		13 SANITATION AND SEWAGE Street cleaning, garbage and refuse collection and disposal. Provision, maintenance and operation of sanitary and storm sewer systems and sewage disposal plants.
	6 NATURAL RESOURCES Agriculture, forestry, forest fire protection, irrigation, drainage, flood control, etc. (rural) PARKS AND RECREATION Provision, maintenance and operation of parks, play grounds, swimming pools, auditoriums, museums, marinas, zoos, etc.		14 EMPLOYMENT SECURITY
	7 HOSPITALS AND SANATORIUMS Operation and maintenance of institutions for inpatient medical care		15 OTHER (Specify)

D. EMPLOYMENT DATA AS OF ~~XXXXXXXXXXXX~~ January to June 30, 1977

(Do not include elected/appointed officials. Blanks will be counted as zero)

1. FULL TIME EMPLOYEES (Temporary employees not included)

	JOB CATEGORIES	ANNUAL SALARY (to thousands) 000	TOTAL (COLUMNS B-K) A	MALE: NON HISPANIC ORIGIN: WHITE B	MALE: NON HISPANIC ORIGIN: BLACK C	MALE: HISPANIC D	MALE: ASIAN OR PACIFIC ISLANDER E	MALE: AMERICAN INDIAN OR ALASKAN NATIVE F	FEMALE: NON HISPANIC ORIGIN: WHITE G	FEMALE: NON HISPANIC ORIGIN: BLACK H	FEMALE: HISPANIC I	FEMALE: ASIAN OR PACIFIC ISLANDER J	FEMALE: AMERICAN INDIAN OR ALASKAN NATIVE K
	SKILLED CRAFT	49 $ 01 39											
		50 40 59											
		51 60 79											
		52 80 99											
G		53 100 129		238			1	3	1				
		54 130 159		366		1							
		55 160 249		23									
		56 250 PLUS											
	SERVICE MAINTENANCE	57 01 39											
		58 40 59											
		59 60 79		23	2	1	1	1	1	1			
H		60 80 99		823	8	14	6	17	6		1		
		61 100 129		48									
		62 130 159		3									
		63 160 249											
		64 $ 250 PLUS											
	65. TOTAL FULL TIME (LINES 1-64)			2698	18	21	11	29	225	1	5	3	2

2. OTHER THAN FULL TIME EMPLOYEES (Include temporary employees)

A	66. OFFICIALS / ADMIN											
B	67. PROFESSIONALS							1				
C	68. TECHNICIANS											
D	69. PROTECTIVE SERV											
E	70. PARA PROFESSIONAL		29					72				
F	71. OFFICE / CLERICAL		2					27		1		
G	72. SKILLED CRAFT		36									
H	73. SERV / MAINT.		119	6	4		5	56		1		
	74. TOTAL OTHER THAN FULL TIME (LINES 66-73)		186	6	4	0	5	156	0	2	0	0

3. NEW HIRES DURING FISCAL YEAR Permanent full time only

~~XXXXXXXXXXX~~ January 1, through June 30, 1977

75. OFFICIALS / ADMIN		6									
76. PROFESSIONALS		1					3				
77. TECHNICIANS											
78. PROTECTIVE SERV											
79. PARA PROFESSIONAL											
80. OFFICE / CLERICAL		3					19		1		
81. SKILLED CRAFT		4									
82. SERV / MAINT.		36					3		1		
83. TOTAL NEW HIRES (LINES 75-82)		50					25		2		

EXHIBIT 5-V-2 ODOT B-3

D. EMPLOYMENT DATA AS OF XXXXXXX January to June 30, 1977

(Do not include elected/appointed officials. Blanks will be counted as zero)

1. FULL TIME EMPLOYEES (Temporary employees not included)

JOB CATEGORIES		ANNUAL SALARY (in thousands)	TOTAL (COLUMNS B THRU K)	MALE					FEMALE				
				NON HISPANIC ORIGIN		HISPANIC	ASIAN OR PACIFIC ISLANDER	AMERICAN INDIAN OR ALASKAN NATIVE	NON HISPANIC ORIGIN		HISPANIC	ASIAN OR PACIFIC ISLANDER	AMERICAN INDIAN OR ALASKAN NATIVE
				WHITE	BLACK				WHITE	BLACK			
			A	B	C	D	E	F	G	H	I	J	K
OFFICIALS ADMINISTRATORS	1	0 1 3 9											
	2	4 0 5 9											
	3	6 0 7 9											
	4	8 0 9 9		4					1				
	5	100 129		48	1		1	1	1				
	6	130 159		27					2				
	7	160 249		35	1				1				
	8	250 PLUS		58	1								
PROFESSIONALS	9	0 1 3 9											
	10	4 0 5 9											
	11	6 0 7 9											
	12	8 0 9 9											
	13	100 129		4		1			3				
	14	130 159		211	2		1	3	5				
	15	160 249		443	1	1	1	1	2				
	16	250 PLUS		1									
TECHNICIANS	17	0 1 3 9											
	18	4 0 5 9											
	19	6 0 7 9											
	20	8 0 9 9											
	21	100 129		160		1		2	7			1	1
	22	130 159		97		2			4				
	23	160 249		25					3				
	24	250 PLUS											
PROTECTIVE SERVICE	25	0 1 3 9											
	26	4 0 5 9											
	27	6 0 7 9											
	28	8 0 9 9											
	29	100 129											
	30	130 159											
	31	160 249											
	32	250 PLUS											
PARA PROFESSIONALS	33	0 1 3 9											
	34	4 0 5 9											
	35	6 0 7 9											
	36	8 0 9 9		1									
	37	100 129											
	38	130 159											
	39	160 249											
	40	250 PLUS											
OFFICE CLERICAL	41	0 1 3 9							1				
	42	4 0 5 9											
	43	6 0 7 9		1					41		2	1	1
	44	8 0 9 9		1					112		2	1	
	45	100 129		40	2				34				
	46	130 159		18				1	1				
	47	160 249											
	48	250 PLUS											

FHWA FORM 166 APR 76

EXHIBIT S-V-2

ODOT B-3

REMARKS (List National Crim. Information Center (NCIC) numbers assigned to any Criminal Justice Agencies whose data are included in this report.)

CERTIFICATION. I certify that the information given in this report is correct and true to the best of my knowledge and was reported in accordance with accompanying instructions. (Wilfully false statements on this report are punishable by law, U.S. Code, Title 18, Section 1001.)

NAME OF PERSON TO CONTACT REGARDING THIS FORM	TITLE
James L. Butler	Civil Rights Coordinator
ADDRESS (Number and Street, City, State, Zip Code) Transportation Building Salem, OR 97310	TELEPHONE NUMBER AREA CODE (503) 378-8077

DATE	TYPED NAME / TITLE OF AUTHORIZED OFFICIAL	SIGNATURE
6/30/77	V. G. Coulter, State Highway Engineer	

ODOT B- 3

FORM ED-101LPW (8-76)
OMB No. 41-R-2934
Approval Expires September, 1977

LOCAL PUBLIC WORKS CAPITAL DEVELOPMENT AND INVESTMENT PROGRAM APPLICATION

P.L. 94-369 Sec. 107
No Assistance Shall be Approved until a Completed Application has been Received

U.S. DEPARTMENT OF COMMERCE
ECONOMIC DEVELOPMENT ADMINISTRATION
OMB Approval No. 29-R0218

FEDERAL ASSISTANCE Part I

1. Type of action (Mark appropriate box)
- ☐ Preapplication
- ☒ Application
- ☐ Notification of intent (Opt.)
- ☐ Report of Federal Action

2. Applicant's application
a. Number: ODOT B- 3
b. Date: Yr. 19 77 mo. 7 day 1

3. State application identifier (SAI)
a. SAI Number: PNRS 7706-2-1100
b. Date Assigned: Yr. 19 77 mo. 6 day 24

Leave Blank

SECTION I - APPLICANT RECIPIENT DATA

4. Legal applicant/recipient
a. Applicant name: Oregon Department of Transportation
b. Organization Unit: Project Management Branch
c. Street/P.O box: 207 Transportation Bldg.
d. City: Salem
e. County: Marion
f. State: Oregon
g. ZIP Code: 97310
h. Contact person (Name & phone no.): D. H.Moehring (503)378-6563

5. Federal employer identification no.: 93-6001765W

6. Program (From Federal Catalog)
a. Number: 11.310
b. Title: Local Public Works Capital Development and Investment Program

7. Title and description of applicant's project: NA

8. Type of applicant/recipient
A-State
B-Interstate
C-Substate District
D-County
E-City
F-School District
G-Special Purpose District
H-Community Action Agency
I-Higher Educational Inst.
J-Indian Tribe
K-Other (Specify)
(Enter appropriate letter) A

9. Type of assistance
A-Basic grant
B-Suppl. grant
C-Loan
D-Insurance
E-Other (Specify)
(Enter appropriate letter(s)) A

10. Area of project impact (Name of cities, counties, states, etc.)

11. Estimated number of persons benefiting

12. Type of application
A-New
B-Renewal
C-Revision
D-Conclusion
(Enter appropriate letter) A

13. NA PROPOSED FUNDING

a. Federal	$	.00
b. Applicant		.00
c. State		.00
d. Local		.00
e. Other		.00
f. Total	$	.00

14. NA CONGRESSIONAL DISTRICTS OF:
a. Applicant: ORE 2nd
b. Project:

16. Project Start Date: Yr. 19 77 mo. day
17. Project Duration: Months
18. Estimated date to be submitted to Fed. Agency: Yr. mo. day

15. Type of Change (For 12C or 12R)
A-Increase dollars
B-Decrease dollars
C-Increase duration
D-Decrease duration
E-Cancellation
F-Other (Specify)
(Enter appropriate letter(s))

19. Existing Federal identification number: N/A

20. Federal Agency to receive request (Name, City, State, ZIP Code): Economic Development Administration, Seattle, WA 98109

21. Remarks added (See Sec. IV) NA ☐ Yes ☐ No

SEC. II-CERTIFICATION

22. The Applicant certifies:
a. To the best of my knowledge and belief, data in this preapplication/application are true and correct, the document has been duly authorized by the governing body of the applicant and the applicant will comply with the attached assurances if the assistance is approved.
b. If required by OMB Circular A-95 this application was submitted, pursuant to instructions therein, to appropriate clearinghouses and all responses are attached: (See remarks - Sec. IV if more than 3 clearinghouses)
(1) State
(2) District (7)
(3) Federal

	No Response	Response Attached
	☒	☐

23. Certifying representative
a. Typed name and title: D.H. Moehring, Project Management Engineer
b. Signature: D.H. Moehring
c. Date signed: Yr. 1977 mo. 7 day 1

SECTION III - FEDERAL AGENCY ACTION

N/A

24. Agency name
25. Application received: Yr. 19 mo. day
26. Organizational unit
27. Administrative office
28. Federal application ID
29. Address
30. Federal grant ID

31. Action taken
- ☐ a. Awarded
- ☐ b. Rejected/Denied
- ☐ c. Returned for Amendment
- ☐ d. Deferred
- ☐ e. Withdrawn

32. FUNDING

a. Federal	$	.00
b. Applicant		.00
c. State		.00
d. Local		.00
e. Other		.00
f. Total	$	.00

33. Action date: Year 19 month day
34. Starting date: Yr. 19 mo. day
35. Contact for additional information (Name and telephone number)
36. Ending date: Yr. 19 mo. day
37. Remarks added (See Sec. IV and Exhibit I-22-b) ☐ Yes ☐ No

38. Federal Agency A-95 Action
a. In taking above action, any comments received from clearinghouses were considered. If agency response is due under provisions of Part I, OMB Circular A-95, it has been or is being made.
b. Federal Agency A-95 Official (Name and telephone no.)

USCOMM-DC 18696-P76

SECTION IV – REMARKS *(Please reference the proper item number from Sections I, II, or III, if applicable.)*

Agency Special Instructions:

(a) Shaded-over items need not be completed

(b) Item 12.c – Revision refers to applications resubmitted after deficiencies are remedied.

(c) Item 13 – "Proposed Funding " – identify all Federal funds:

Agency Name	Funds	Type of Funds
EDA – LPW	$ 210,000	LPW Grant
*Total Federal	$ 210,000	← (Enter in Item 13a)

(*) Must agree with sum of Line 13 and appropriate part of 14b in Part III, Section B – LPW Grant Budget.

(d) Item 16 – In estimating project start date, assume approval 60 days after receipt.

(e) Item 22b – Modified OMB Circular A-95 procedure applies for first 90 days *(see Regulations and/or Program Guidelines).*

Section A – GENERAL – Continued

6a. The project is [X] is not [ ] located in an area designated by the U.S. Department of Housing and Urban Development as an area having special flood hazards under the Flood Disaster Protection Act of 1973 (P.L. 93-234).

b. The area in which the project is located has [X] has not [ ] been identified by the U.S. Department of Housing and Urban Development as one in which the sale of flood insurance has been made available under the National Flood Insurance Act of 1968. (42 U.S.C. 4001).

7. **Does project extend beyond the boundaries of applicant's jurisdictional area?**

[ ] Yes -- *Comments must be obtained from the appropriate government authorities of each jurisdictional area, or from the appropriate governmental unit having authority over the entire project area. Attach as Exhibit II-A-7.*

[X] No

8. Attach as **Exhibit II-A 8** a certification from the properly authorized official of the Federal Agency or State or local government within which the project is located, that no funds budgeted and available or otherwise specifically committed for the project applied for in this application shall be reduced, diminished, or replaced by funds requested in this application.

Section B -- ENGINEERING INFORMATION

1. Complete, and attach as **Exhibits II-B-1a and 1b**, the following:

Applicant's Certificate for Contract Construction. **(Exhibit II-B-1a)**
A/E's Certificate for Contract Construction. **(Exhibit II-B-1b)**

2. Architect Engineer or Project Designer

Name Oregon Department of Transportation (Applicant)

Address (include ZIP code) Transportation Bldg., Salem, OR 97310

Telephone - Area Code 503 Number 378-6563

Attach a copy of the agreement between the applicant and A/E, and identify as **Exhibit II-B-2.**

3. Attach and identify as **Exhibit II-B 3** a copy of the Architect Engineer Report on the proposed project.

4. Attach and identify as **Exhibit II B 4** an opinion from acceptable Title Counsel describing the interest applicant/operator has in the site and certifying that the estate or interest is legal and valid.

Section C – CIVIL RIGHTS INFORMATION

1. **In the previous two years, has the applicant:**

(a) been involved in any lawsuit alleging discrimination because of race, color, sex or national origin;

(b) had any administrative complaints filed against the applicant alleging discrimination because of race, color, sex or national origin; or

(c) undergone any Civil Rights Compliance reviews?

[X] Yes - *Attach a brief narrative description of the action and its outcome or resolution. Include the identities of the entities (e.g. individual government bureau) involved. Identify as Exhibit II-C-1.*

[ ] No

2. Submit a copy of the most current Form EEO-4, "State and Local Government Report." If the applicant employs over 1000 persons or does not have an EEO-4, a Form ED 612, "Assurance of Job Opportunities for the Unemployed", may be used to reflect the applicant's total current employment. Identify as **Exhibit II-C-2.**

NA

Instructions for Parts II, III, IV, V and VI are attached to the end of the application
PLEASE TYPE/PRINT ALL DATA LEGIBLY

Part II
PROJECT APPROVAL INFORMATION

Section A – GENERAL

1. Does this project require Federal, State, Regional, or local clearance, approvals or permits for construction?

☒ Yes ⟶ What is (are) the name(s) of the Agency(ies) or Board(s) which has (have) the authority to issue the clearance, approval or permit?

☐ No

State of Oregon, Division of State Lands
U. S. Army Corps of Engineers

Attach Clearance Document(s) or Permit(s) as Exhibit II-A-1.

2. Relationship to plans

a. Does the proposed project relate to existing local or regional development plans or programs?

☐ Yes – *Identify Titles and date of Plans* _____

☒ No

b. Does the proposed project advance longer range plans and programs if different from 2a?

☐ Yes – *Identify Titles and date of Plans* _____

☒ No

3. Will the project for which the assistance is requested cause the displacement of individuals, families, businesses, or farms?

☐ Yes – *State the approximate date(s) of displacement(s) mentioned above:* Date(s) _____

☒ No

4. Has other Federal Assistance (Grant or Loan) been requested for this project?

☐ Yes – *Complete the information on the right.* ⟶ Name of Program _____

☒ No

Catalog of Federal Domestic Assistance No. _____
Amount $ _____
Federal ID No. _____
Status as of: (Date) _____

☐ Pre-Application submitted
☐ Application pending *
☐ Application was submitted, but applicant has requested that it be withdrawn from consideration. *
☐ Approved but not funded *
☐ Approved, and this application is a request for supplementary funding
☐ Denied

* *See Instructions for required Exhibit II-A-4*

5. If the applicant is a special purpose unit of local government, such as a Port Authority, or Water and Sewer District, explain why the special purpose unit of government is the better qualified agency, rather than the general unit of local government, to apply for and administer the proposed project.

N/A

Part III
PROJECT BUDGET INFORMATION

Section A – GENERAL

Type of LPW Grant Requested: *(Check one)*

1. [X] 100% Grant for new project.
2. [ ] Supplementary Grant to increase Federal Contribution to Approved Federal Agency Project.
3. [ ] Supplementary Grant to provide all or part of the State or local share (but not both) of an approved State or local public works project.

See instructions for required Exhibit III-A-1, III-A-2 or III-A-3.

N/A

Section B – CALCULATION OF LPW GRANT BUDGET

Cost classification (a)		Total amount required *(Present estimate)* (b)
1. Administration Expenses		$
2. Architectural Engineering		
3. Other Architectural Engineering Fees		
4. Project Inspection Fees		
5. Relocation Expenses		
6. Relocation Payments to Individuals and Businesses		
7. Demolition and Removal a. Labor		
b. Non-labor		
c. TOTAL		$
8. Construction and Project Improvement a. Labor		
b. Non-labor		
c. TOTAL		$
9. Equipment		
10. TOTAL *(Lines 1 thru 9)*		$
11. Add: Contingencies		
12. TOTAL Project Amount		$
13. Federal Share Requested in Line 12 (LPW)		
14 Other Shares (State, Local, Federal) a. State		
b. Other Local/Federal *(Identify under "Remarks" below)*		
c. TOTAL Other Shares		$
15. TOTAL Project *(Lines 13 and 14c)*		

Section C – REMARKS

N/A

Note: Federal Management Circular 74-7, Exhibit M-4 (modified)

Part IV
PROJECT NARRATIVE

Section A – PROJECT DESCRIPTION

1. Physical Description of Project – Identify the major elements of the project and indicate type of work being performed such as new construction, demolition, renovation, repair or improvements. When identifying major project elements, list in order of importance, with the major project element representing the largest fraction of the total cost of the project listed first.

This project consists of bridge structure replacement with appropriate roadway connections.

Major elements: a- Concrete Structure

b- Roadway Surfacing

2. Program Description of Project – Describe the objectives of the public works project for which the LPW grant is being requested and include any long-term benefits that may accrue to the community.

The purpose of this project is to replace a structurally deficient wooden structure that is more than 50 years old and cannot carry trucks. Safety will be improved, thereby, without reduction of hydraulic capacity to handle peak stream flows. Truck traffic will be facilitated.

3. Project Area – Define the project area; include the appropriate boundaries and/or jurisdiction. The project area definition must be identical with that upon which the project area's unemployment was based *(See IV. B. 1).*

NA

Part V
ENVIRONMENTAL DATA

A. Has a Federal, State, or Local Environmental Impact Statement or Analysis been prepared for this project?

[X] Yes – *Attach a copy of that document as Exhibit V-A. Compare this document with the information requested in the instructions to be sure that every point is covered, and correct any deficiencies.*

[ ] No – *Provide detailed environmental information requested in the instructions for Part V. Attach as Exhibit V-A.*

B. If the State Historic Preservation Officer (SHPO) has reviewed and commented on this project proposal, attach a copy of these comments as Exhibit V-B.

If not, the applicant must provide the SHPO with a detailed project description (such as the A/E Report) and request comments which must be submitted to the appropriate EDA Regional Office.

Date on which the SHPO was notified: *NOTE: This date must be prior to submission of the application to EDA.* ——→ Date 6-30-77

C. Will any of the following items be affected by the proposed project? (Answer for all areas that are directly affected or adjacent to affected property). *–Check appropriate box for every item of the following checklists:*

Yes	No	Unknown	1. Land Use
[ ]	[X]	[ ]	Wilderness (designated or proposed under the Wilderness Act)
[ ]	[X]	[ ]	Open Spaces
[ ]	[X]	[ ]	Forests
[ ]	[X]	[ ]	Grazing
[ ]	[X]	[ ]	Agricultural
[ ]	[X]	[ ]	Residential
[ ]	[X]	[ ]	Commercial
[ ]	[X]	[ ]	Industrial
[ ]	[X]	[ ]	Mining, Quarrying
[ ]	[X]	[ ]	Recreational
[X]	[ ]	[ ]	Transportation
[ ]	[X]	[ ]	Parks
[ ]	[X]	[ ]	Hospitals
[ ]	[X]	[ ]	Schools
[ ]	[ ]	[X]	Historical, Archeological Sites (Listed on the National Register of Historic Places or which may be eligible for listing)

Yes	No	Unknown	2. Critical Resources
[ ]	[X]	[ ]	Shoreline
[ ]	[X]	[ ]	Beaches
[ ]	[X]	[ ]	Dunes
[ ]	[X]	[ ]	Steep Slopes
[ ]	[X]	[ ]	Aquifer Recharge Area
[ ]	[X]	[ ]	Wildlife Refuge
[ ]	[X]	[ ]	Estuary
[ ]	[X]	[ ]	Wetlands
[ ]	[X]	[ ]	Floodplain
[ ]	[X]	[ ]	Critical Habitats (or endangered/threatened species)
[ ]	[X]	[ ]	Wild or scenic river (proposed or designated under the Wild and Scenic Rivers Act)

D. Are any facilities under your ownership, lease, or supervision to be utilized in the accomplishment of this project, either listed or under consideration for listing on the Environmental Protection Agency's List of Violating Facilities?

[ ] Yes

[X] No

NA **Section B – PROJECT IMPACT**

1. Attach Exhibit IV-B-1, "Request for Eligibility", to establish basis for the project area's priority. NA

2. If the project area is a community or neighborhood within a local jurisdiction, describe how the project directly benefits, or provides employment for unemployed persons who are residents of the community or neighborhood for which the unemployment data was supplied.

NA

3. Describe expected impact of construction of this project on unemployment in the project area.

NA

Section C – APPLICANT'S ESTIMATE OF CONSTRUCTION JOB OPPORTUNITIES CREATED BY THIS PROJECT

Job or job skills	Total projected number of employees	Estimated number of person-months of employment
Skilled labor	7	50
Unskilled labor	2	13
Other	1	7
TOTAL	10	70

ODOT B-3

Part VI

ASSURANCES

The applicant hereby assures and certifies that it shall comply with the regulations, policies, guidelines and requirements, including Office of Management and Budget Circular No. A-95, and Federal Management Circulars 74-4 and 74-7, as they relate to the application, acceptance and use of Federal funds for this federally-assisted project. Also, the applicant gives assurance and certifies with respect to the grant that:

1. It possesses legal authority to apply for the grant, and to finance and construct the proposed facilities; that a resolution, motion or similar action has been duly adopted or passed as an official act of the applicant's governing body, authorizing the filing of the application, including all understandings and assurances contained therein, and directing and authorizing the person identified as the official representative of the applicant to act in connection with the application and to provide such additional information as may be required.

2. It shall comply with the provisions of: Executive Order (E.O.) 11296, relating to evaluation of flood hazards, and E.O. 11288, relating to the prevention, control, and abatement of water pollution.

3. If the requested financial assistance is for a supplementary grant to another Federal Agency, the other Federal Agency's financial assistance has been approved and is immediately available and sufficient funds shall be available when construction is completed to assure effective operation and maintenance of the facility for the purposes constructed.

4. It shall submit to the appropriate Federal agency for prior approval changes that alter the costs of the project, use of space, or functional layout; that it shall not enter into a construction contract(s) for the project or undertake other activities until the conditions of the construction grant program(s) has (have) been met.

5. It shall provide and maintain competent and adequate architectural engineering supervision and inspection at the construction site to insure that the completed work conforms with the approved plans and specifications, that it shall furnish progress reports and such other information as the Federal grantor agency may require.

6. It shall operate and maintain the facility in accordance with the minimum standards as may be required or prescribed by the applicable Federal, State and local agencies as to the maintenance and operation of such facilities.

7. It shall give the grantor agency and the Comptroller General through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the grant, for the entire time period beginning with project approval and ending three years after the final disbursement of grant funds.

8. It shall require the facility to be designed to comply with the "American Standard Specifications for Making Buildings and Facilities Accessible to, and Usable by, the Physically Handicapped," Number A117.1-1961, as modified (41 CFR 101-17.703) and 13 CFR 309.14. The applicant shall be responsible for conducting inspections to insure compliance with these specifications by the contractor.

9. It shall cause on-site labor on the project to begin within 90 days after receipt of notification from the approving Federal agency that funds have been approved and that the project will be prosecuted to completion with reasonable diligence. It further understands that after approval of the project the Government can, at its option, cancel its obligation to provide funds for the project if the applicant is unable for any reason to cause on-site labor on the project to begin within the 90-day period.

10. Construction of the project has not started.

11. It assures that as a Recipient receiving Federal financial assistance from the Economic Development Administration, it shall comply with Title VI and Title VII of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d et seq.); E.O. 11246 as amended by E.O. 11375; the requirements imposed by or pursuant to Regulations, issued for the Department of Commerce and designated as 15 CFR Subtitle A, Part 8; Section 110, P.L. 94-369; and any amendments thereto.

12. It shall establish safeguards to prohibit employees from using their positions for a purpose that is, or gives the appearance of being motivated by a desire for private gain for themselves or others, particularly those with whom they have family, business, or other ties.

13. It shall comply with the requirements of Title III of the Uniform Relocation Assistance and Real Property Acquistions Act of 1970 (P.L. 91-646), 42 U.S.C. 4601 et seq. and 13 CFR Part 310, which provides for fair and equitable treatment of persons displaced as a result of Federal and federally assisted programs.

14. It shall comply with the provisions of the Hatch Act which limit the political activity of employees.

15. It shall comply with the minimum wage and maximum hours provisions of the Federal Fair Labor Standards Act, as they apply to hospital and educational institution employees of State and local governments.

16. It shall comply with provisions of the Davis-Bacon Act, as amended (40 U.S.C. 276a-276a-5). Such provisions include the payment of prevailing wage rates of the area as determined by the Secretary of Labor, to laborers and mechanics employed by contractors and subcontractors for all construction undertaken in connection with this project.

17. It agrees in the event this application is deemed approved by operation of law, pursuant to Section 107 of P.L. 94-369, it shall be bound by the Standard Terms and Conditions used in the Grant Agreements for the Local Public Works program and such other requirements as EDA may reasonably impose.

18. In accord with these assurances and without limiting the above, it agrees that these assurances shall be binding upon them, their grantees, assignees, transferees, lessees, and successors in interest. These assurances shall also be binding through every modification or amendment to the project.

ODOT B-3

EXHIBIT II-A-8

I hereby certify that there are no funds budgeted and available or otherwise specifically committed for ODOT Project B-3 applied for in this application.

D. H. Moehring
Project Management Engineer
Oregon Department of Transportation

6-21-77
Date

ODOT B-3

EXHIBIT II-B-1b

ARCHITECT/ENGINEER'S CERTIFICATE FOR CONTRACT CONSTRUCTION

A. I, E. S. Hunter, authorized representative of the ~~Architect/Engineer/Applicant~~ Oregon Department of Transportation (Applicant), certify that in my professional judgment the following plans and specifications are adequate, suitable for, and in conformity with the project contemplated in the application and are sufficient to allow on-site labor to begin within 90 days of EDA's approval of the project and comply with applicable State and local laws, ordinances, and regulations pertaining to standards of construction and safety except that all items with a check in the "No" box shall be completed as above within 48 days. A sheet has been attached giving contemplated actions to change any "No" item to "Yes" which shall include percentage of design completed for each design component listed below:
(Check applicable box)

Yes	No	Not Applicable		Sheets Numbered
☐	☒	☐	Site Plan	1
☐	☐	☒	Architectural Plans	
☐	☒	☐	Structural Plans	2-4
☐	☐	☒	Mechanical Plans	
☐	☐	☒	Electrical Plans	
☐	☒	☐	Civil Plans	2-6
☐	☐	☒	H. V. A. C. Plans	
☐	☐	☒	Equipment Plans	
☐	☒	☐	Proposed Advertisement for Bids	1
☒	☐	☐	Information for Bidders	8
☐	☒	☐	Bid Forms	3
☒	☐	☐	Bid Bond Format	3
☒	☐	☐	Performance Bond Format	1
☒	☐	☐	Payment Bond Format	1
☒	☐	☐	Blank Forms for Certifications of Contractors and Subcontractors Regarding Equal Employment Opportunity	6
☒	☐	☐	General Conditions to the Construction Contract	1
☒	☐	☐	Supplementary General Conditions, if applicable	64
☐	☒	☐	Special Conditions	30
☐	☐	☒	Technical Specifications	
☐	☐	☒	Bid Conditions from the Applicable Plan when the Project is in an Area Covered by an OFCC imposed Equal Employment Opportunity Plan	

ODOT B-3

EXHIBIT II-B-1a

APPLICANT'S CERTIFICATE FOR CONTRACT CONSTRUCTION

I, D. H. Moehring the Authorized Representative of the Applicant for Project Number ODOT B-3 located at Bear Creek Bridge, Coquille-Bandon Highway have reviewed the attached Exhibit II-B-1b, Architect/Engineer's Certificate for Contract Construction and certify that all statements made therein are true and correct to the best of my knowledge and find no impediment to having on-site labor for this project starting within 90 days of EDA approval.

Yes	No	
☒ *	☐	The fees proposed to be paid to the Architect/Engineer (A/E) for services including basic services, reimbursable expenses, additional services and inspection services (if applicable) are equal to or less than prevailing fees for like services in the project area. *Applicant is Architect/Engineer with personnel on ODOT payroll.

I further certify to the following:

The project design was done or is being done by:

Oregon Department of Transportation (Applicant)
(Name of Architect/Engineer)

Check the boxes below to indicate compliance has been or shall be achieved:

☒ The project administration shall conform to all Federal requirements as prescribed by EDA.

☒ The approval of EDA in writing shall be secured if all construction contracts are not to be awarded at the same time.

☒ The approval of EDA in writing shall be secured to include into the project the cost for any capital equipment secured by the Grantee outside the construction contract, all subject to prior approval of A/E.

N/A ☐ Bonding of the fiscal agent of the Indian Tribe is in accordance with requirements prescribed by EDA.

☒ A written report on project progress shall be submitted in accordance with EDA instructions. The person responsible for this function is C.T.Keasey, Cont. Engineer, whose telephone number is (503)378-6318.

☒ No line item in the project budget as approved by EDA shall be exceeded without EDA approval.

☒ A copy of the official minutes of the bid opening including a tabulation of bids received shall be furnished to EDA.

☒ It is understood that any excess of bid price over the construction line item in the EDA approved project budget shall be the Grantee's responsibility to fund.

☒ It is understood that disbursement of EDA grant funds will not normally be made until after all construction contracts are awarded.

☒ The inspector for the construction or other work ~~thee~~) (has not) been selected. His/her name is Not available. He/She (does) (does not) work for the Architect/Engineer. ~~[illegible]~~ A qualified ODOT Resident Engineer will be assigned to the project.

☒ It is understood that the Grantee will arrange for an independent audit of all project costs in accordance with Department of Commerce regulations, Administrative Order DAO-213-4.

D. H. Moehring

Signature (Authorized Representative of the Applicant) D. H. Moehring

7/1/77
(Date)

FORM ED-101LPW (8-76)

USCOMM-DC 18696-P76

EXHIBIT II-B-1b

F. I will attend all Bid Openings for the project and:

1. Tabulate the bids.
2. Make a recommendation as to the award.
3. Review the qualifications of the lowest responsive bidder and give a written opinion to the Applicant on the ability of the bidder to construction of the project or do the other work called for in the contract.

E S Hunter — Signature of Authorized Representative of the Architect/Engineer

6-30-77 — Date

E. S. Hunter

Technical Services Engineer — Title

Oregon Department of Transportation (Applicant) — Firm Name

Salem, OR — Location

B. I certify that the proposed project design complies with requirements as prescribed by EDA.

C. I further certify that the final plans and specifications (have been) (shall be) reviewed and approved by all required Federal, State and local reviewing authorities and that all permits, licenses, etc., necessary for construction of the project have been secured except for (indicate the missing approval, permit, license, etc., and action contemplated to secure it (them) with the anticipated date – attach separate sheet if more space is needed):

State of Oregon, Division of State Lands Removal/Fill will be secured by 8-15-77.
U.S. Army Corps of Engineers' Section 404 Permit will be secured by 8-1-77.

NA* D. I further certify that the Architect/Engineer agreement with the Applicant calls for the Architect/Engineer to: *(Check applicable box)*

* Applicant as Architect/Engineer shall perform items.

Yes	No	
☐	☐	1. Provide surveillance of project construction to assure compliance with plans, specifications, and all other contract documents. Requirements for construction inspection services should be clearly defined and a limit be placed on the amount the Applicant is required to pay for such services.
☐	☐	2. Supervise any required subsurface explorations to determine amounts of rock excavation or foundation conditions such as borings, soil tests, and the like, no matter whether they are performed by the Architect/Engineer or by others paid by the Applicant.
☐	☐	3. Prepare and submit proposed contract change orders when applicable. There shall be no charge to the Applicant when the change order is required to correct errors or omissions by the Architect/Engineer.
☐	☐	4. Submit a monthly report to the Applicant and a copy of the report to the applicable EDA Regional Office covering the general progress of the job and describing any problems or factors contributing to delay.
☐	☐	5. Review and approve the contractor's schedule of amounts for contract payment.
☐	☐	6. Certify partial payments to contractors.
☐	☐	7. Prepare "as-built" drawings after completion of the project. One copy shall be furnished to the EDA Regional Office within 60 days after all construction has been completed and the final inspection has been performed.
☐	☐	8. Review and approve Contractor's submission of samples and shop drawings, where applicable.
☐	☐	9. Perform a prefinal inspection of the completed construction and as a result prepare a punch list of items to be corrected (if applicable).
☐	☐	10. Perform a final acceptance inspection and advise the Applicant whether or not to accept the work as performed by the contractor and his/her subcontractors.

E. I certify that the advertisement for bidders will be placed in the following publications and 14 days will be allowed for submission of bids:

Daily Journal of Commerce, 2014 NW 24th Street, Portland, OR 97210

Department of Transportation
State of Oregon
State Highway Division

Engineer's Report

Bear Creek Bridge Section
M.P. 3.05
Coquille-Bandon Highway
Coos County
June 1977

(a) Project Description

The project is located 3.1 miles east of the city of Bandon. The existing facility consists of a section having two travel lanes. The purpose is to replace a structurally deficient bridge.

Portland cement concrete has been selected for material on the basis of economy and compatibility with the present facility. Geometrics for the project are based on tolerable conditions for mobility and safety for expected traffic during the next fifteen/twenty years. Structure and approach widths have been determined from tolerable conditions and existing widths on adjacent sections of roadway. Examination of the present bridge indicates replacement is warranted.

The project is within a flood plain; however, no long-term effects will be associated with this structure replacement project. Sufficient right of way is available. Materials will be obtained from commercial sources.

(b) Plans

A site plan and a plot plan are attached.

Item	% Complete	Time To Complete
Site Plan	0	5 days after approval
Structural Plans	0	38 days after approval
Civil Plans	0	38 days after approval
Proposed Ad for Bids	0	48 days after approval
Bid Forms	0	48 days after approval
Special Conditions	0	48 days after approval

EXHIBIT II - B - 3
Sheet 3 of 7

PLOT PLAN

ODOT # B-3
Bear Creek Bridge
Coquille-Bandon Highway
Coos County

(c) Construction Cost Estimate

A detailed construction cost estimate is attached.

(d) Construction Schedule

The estimated construction time of the project is seven months. The contract should be awarded soon to take advantage of low water conditions.

(e) Additional Information

The Coquille-Bandon Highway is a minor arterial connecting the cities of Coquille and Bandon. It also serves small communities along the route. The current average daily traffic ranges from 1,250 to 2,850. Normal growth factors for traffic would not extend these figures beyond the capacity of the highway during the expected service life of the project. Limitations on funding have prevented timely reconstruction of many Oregon highways; consequently, many sections are beyond their expected service life. Serious distress is apparent in many sections of pavement and numerous bridge structures. These deficiencies cannot be corrected by major reconstruction because of limitations on available federal and state funding. This problem is not merely statewide but national in scope.

In recognition of this problem, the U.S. Department of Transportation, through the Federal Highway Administration, has authorized use of Federal Highway Trust Funds for resurfacing, restoring and rehabilitating highways. Oregon is undertaking a major effort to restore these sections of highway under that program. This project is in furtherance of that policy established by the Federal government and by the state of Oregon.

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Exhibit II-B-3
O.D.O.T. B-3

Sheet 5 of 7 Sheets

Section Bear Creek Bridge Unit
Highway Coquille - Bandon County Coos Prefix
Length Designer Draftsman Date
Signed Title

Grading & Drainage		$
Surfacing		$
Extra Work		52,167

Bridge End Boring	$ 13,000
Signing	1,000
Striping	500

Total Extra Work	$ 14500
TOTAL	$ 66,667
+ 20% Engineering and Contingencies	$ 13,333
Structures	

Structure 97' x 32'	$ 130,000

Total Structures	$ 130,000
Right of Way	$
Total Estimated Cost	$ 210,000

EXHIBIT II - B - 3
Sheet 4 of 7

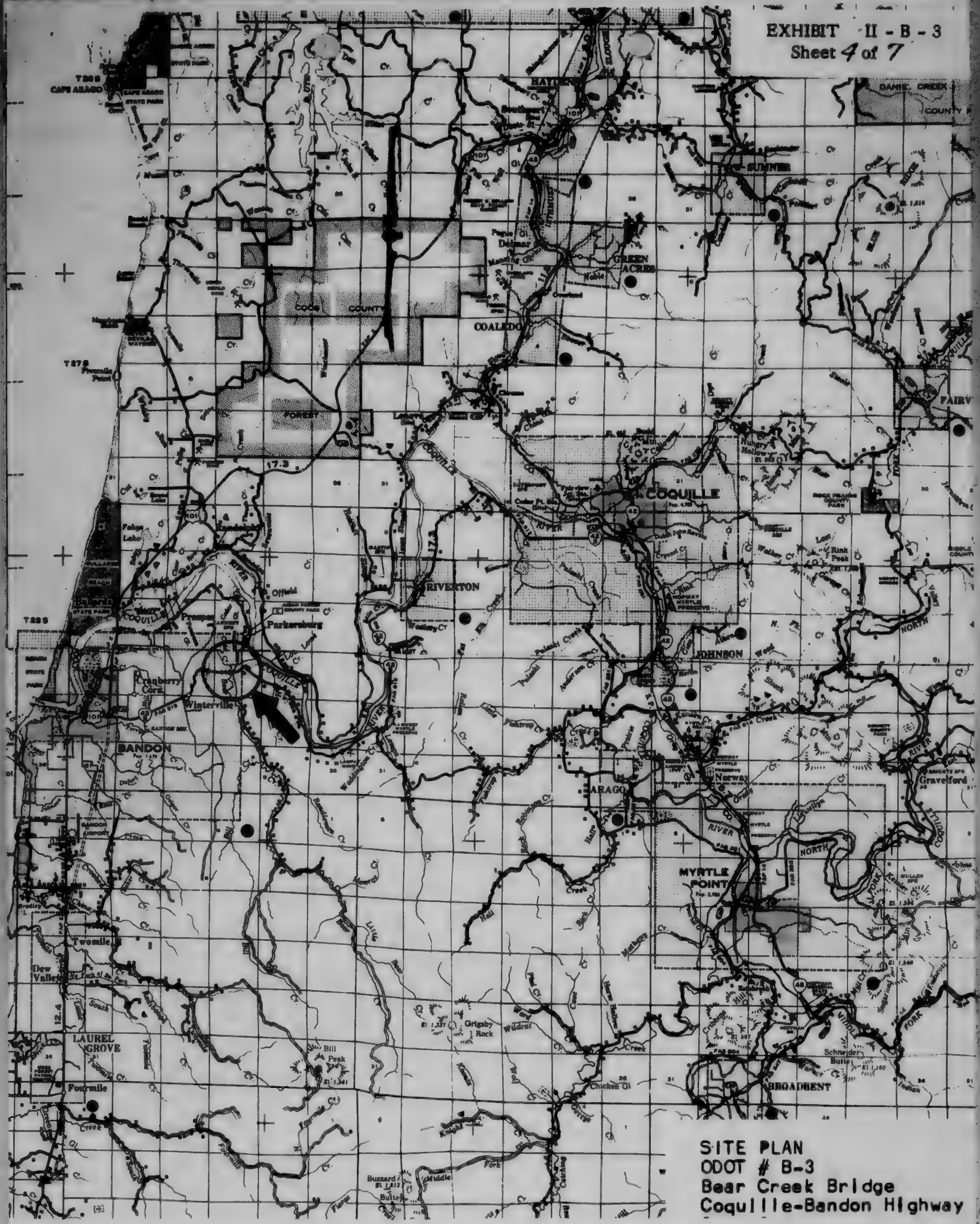
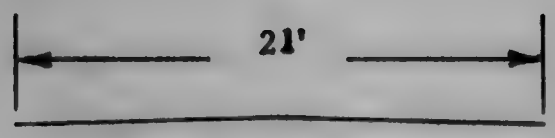
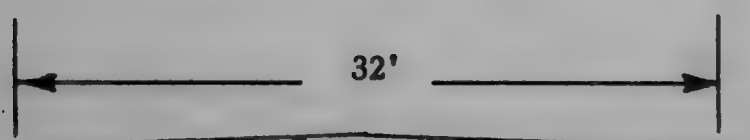


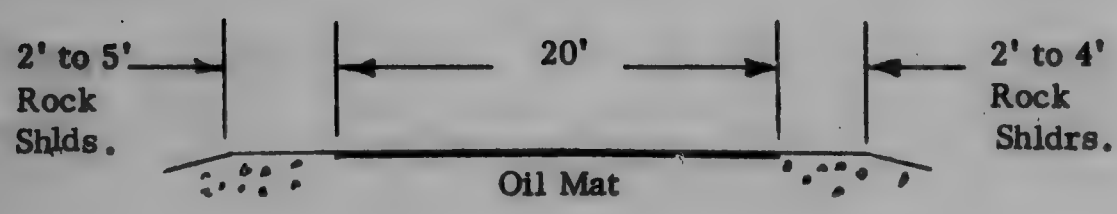
EXHIBIT II - B - 3
Sheet 7 of 7



Existing
Bridge



Proposed
Bridge



Existing Roadway
At Bridge Ends

TYPICAL SECTIONS
ODOT # B-3
Bear Creek Bridge Section
Coquille - Bandon Highway
Coos County

Exhibit II-B-3
O.D.O.T. B-3

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 6 of 7 Sheet

Section Boar Creek Bridge Unit
Highway Dagville - Bandon County Coos Prefix
Length ' Designer Draftsman Date 6/22/77

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Mobilization 8%	All					$ 3,987
Temp Prot & Dir of Traffic	All					15,000
Emb. in Place (Temp. detour)	Cu Yd			3,500	5.00	17,500
3/4"-0 Gravel (Temp detour)	Cu. Yd.			220	10.00	2,200
Guard Rail Type 3	Lin Ft.			120	20.00	2,400
Guard Rail Type 2A	Lin Ft.			120	15.00	1,800
Type B End Piece	Each			4	75.00	300
Anchors Type 2	Each			4	300.00	1,200
Guard Rail Bridge End Connections	Each			4	350.00	1,400
Aggregate in Prime Coat	Cu. Yd.			12	20.00	240
Asphalt in Prime Coat 1K-800	Ton			2	180.00	360
36" Culvert Pipe	Lin Ft.			170	34.00	5,780

DEPARTMENT OF JUSTICE

ODOT B-3
Bear Creek Bridge
Coquille-Bandon Highway
Coos County

EXHIBIT II-B-4

I hereby certify that ODOT has either fee title, permanent easements or the necessary legal interests in and to the property on which the bridge will be constructed under ODOT Project B-3 applied for in this application. Other rights required for the construction of said bridge, rights of entry if necessary, will be acquired before the letting of the construction contracts for said bridge.

Jack Sollis
Assistant Attorney General and Counsel

6-28-77
Date

Leron Trahan (BL) (race/color), resigned from the Division July 15, 1975, and filed a complaint with the Oregon Bureau of Labor, Civil Rights Division, July 23, 1975 alleging discrimination because of race. There has been no decision on the case by the Bureau to date.

Gary Harris (BL) (race/color), an applicant filed a complaint with the Oregon Bureau of Labor, Civil Rights Division, September 4, 1975 alleging discrimination in the employment process by not being selected by the Division for employment. There has been no decision on the case by the Bureau to date.

John D. Thim (WH) (race/color), case number F-FEP-RD-75-1611 filed a complaint with the Oregon Bureau of Labor, Civil Rights Division, March 4, 1975, alleging discrimination in the employment process for not being permitted to file an application for employment with the State Highway Division.

On August 12, 1975, a Notice of Determination was sent to the Department, advising that after thorough investigation and review of the case, it was determined that substantial evidence has been found to support the allegation of the complaint of discrimination.

On June 11, 1976, a letter was written by the conciliator for the Bureau of Labor, Civil Rights Division, asking the Department to consider the following for conciliation:

1. Respondent awards $100.00 to Complainant.
2. Complaintant accepts $100.00 from Respondent as settlement in full of the allegations contained in his complaint.
3. Respondent agrees to cease any practice of unequal job opportunity in its application procedure.
4. Respondent agrees to train all personnel involved in hiring process in EEO and Affirmative Action procedure, principles, etc.
5. Respondent agrees to allow review of its procedures of hiring by the Civil Rights Division for a period of two years.

June 22, 1976, the Department responded to the terms that were proposed for agreements and conciliation as follows below:

1. As the Highway Division did not in fact hire anybody until after the respondent had had an opportunity to submit an application, we do not feel that any monitory consideration is due the respondent.
2. N/A
3. Although the respondent alleged that he was informed that only applications of minorities were being accepted, the Highway Division does not concur that information was in fact given to him. The Highway Division did offer the respondent an application of employment two days later which he refused to accept. The Highway Division does not feel that it has been engaging in any practice of unequal job opportunity in its employment practices.
4. The training of all personnel involved in the hiring process in EEO and Affirmative Action procedures, principles, etc., is in agreement with our past and present plans for the Department.
5. If you deem it necessary, the Highway Division has no objections to the Civil Rights Division reviewing its procedures in hiring.

On July 27, 1976, the Department signed a Bureau of Labor form agreeing to the following:

1. The Respondent agrees not to make distinctions regarding race and color in the taking of applications for employment considerations.
2. The Respondent agrees to establish an agency procedure for the selection of unskilled and semi-skilled workers, as provided by ORS 240.390, that will insure equal opportunity in employment and employment opportunities.

3. The Respondent agrees to utilize the Technical Assistance section of the Civil Rights Division of the Bureau of Labor. Personnel Division of the Executive Department, and other State of Oregon resources as Respondent sees fit to utilize in the establishment of the selection procedure mentioned in paragraph No. 2 above.
4. The Respondent agrees that all supervisory personnel will extend their EEO and AA training to all personnel, under their supervisors involved in its recruitment, selection and hiring procedures.

The Respondent agrees that the Bureau may review compliance with this Agreement for a period of two (2) years from the date of execution of this Agreement.

It is understood taht execution of this Agreement does not constitute an admission by the Respondent of any violation of Oregon Civil Rights law.

ODOT B-3

ODOT
EXHIBIT II C-1

United States District Court for the District of Oregon, Case No. 76-736 entitled Eugene Jackson, et al, plaintiffs, and William T. Coleman, et al, defendants, is a case alleging discrimination because of race.

The complaint and summons were served on the United States Attorney on August 23, 1976, and on state officials, September 1, 1976.

The parties to the lawsuit are:

Plaintiffs: Eugene Jackson, individually and as Executive Director of Northwest Minority Contractors Association, Inc., a non-profit Oregon corporation;

Wendell E. Brown, dba Mustang Building Co.;

Carl Brewster, dba Accent Carpet Service;

Baldwin Sanitary Service, Inc., an Oregon corporation;

Pacific Landscape Contractors Ltd., an Oregon corporation;

Martinairs General Construction Company, Inc., an Oregon corporation;

Ernest Reves, dba Cascade Roofing and Asphalt Co.;

Edwin L. Wilson, D. Harrison, B. McKinney and Willard Harris.

Defendants: William T. Coleman, individually and as United States Secretary of Transportation;

The United States Department of Transportation;

Norman T. Tiemann, individually and as Federal Highway Administrator;

L. E. Lybecker, individually and as the Regional Construction and Maintenance Director;

G. L. Green, individually and as the Oregon Division Administrator;

0001 B-3 EXHIBIT 11-C-1

Defendants Continued:

Ellis Casson, individually and as Region 10, Civil Rights Director;

Robert A. Burco, individually and as the Oregon State Department of Transportation Director;

F. B. Klaboe, individually and as Chief of Operations for the Oregon State Department of Transportation;

H. S. Coulter, individually and as State Highway Engineer.

The complaint is for equitable and declaratory relief and damages. The plaintiffs claim that their action "is brought to enforce rights secured by Executive Order 11625 and implementing regulations 41 CFR §§ 1 - 1.13 et seq and under 5 USC §701 et seq and 23 USC §140b and implementing regulations and under 42 USC §1981, 1983 and 1985(3) and §2000(d)."

The plaintiffs, who are minority contractors in the State of Oregon, are challenging certain actions taken by the officials of the United States, Department of Transportation and the Oregon Department of Transportation in the award of supportive service contracts in the State of Oregon during the calandar year 1976. They claim that the State of Oregon and the State Department of Transportation allowed $22,000 of discretionary funds available to the State of Oregon for fiscal 1976 to revert to the federal government--that this was a violation of their rights under Executive Order 11625. The plaintiffs also allege that the defendants have failed to enforce certain terms of the supportive services funds regulations, thus denying them the protection of local and state laws and federal laws regarding racial discrimination.

The case was set for hearing on the plaintiffs' motion for preliminary injunction before the United States District Court for the District of Oregon on September 17, 1976. Counsel for the State defendant and counsel for the Federal defendants met with counsel for the plaintiffs prior to that hearing. The counsel for the plaintiffs agreed to withdraw his motion for preliminary injunction in return for the agreement of the counsel for the defendants that no further ~~funds~~ contracts would be awarded for supportive services without previous notification to the court and without opportunity for the plaintiff Eugene Jackson to bid on the contracts. The case is presently set for the call calendar in United States District Court for the District of Oregon for November 15, 1976, at 3:00 p.m. It should be noted that Eugene Jackson previously filed a grievance with the United States Department of Transportation. The grievance was investigated by a field review

V-A B-3

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Section Bear Creek Bridge
County Coos
Highway Coquille-Bandon
Termini: M.P.(if appl) 3.05
Region III

Date June 30, 1977
Unit (if appl) N/A
City E. of Bandon
State Hwy. No. 244
Length 300+- feet
Construction Estimate $75,000.00
Program Amount

B. Purpose of Project: Replacement of the old wooden structure with a prestressed concrete structure.

C. Origin & History of Project: High water in the subject area is often widespread due to out-of-bank flooding from the Coquille River, which in the past has caused inundation of the Coquille-Bandon Highway. Studies were conducted to replace the old wooden structure with culverts; but the hydraulic findings indicate any reduction in the hydraulic capacities could result in more frequent inundation of the highway during peak flows on each stream. The existing wooden structure was constructed in 1923.

D. General Description of Project: The project is located in a rural setting between Coquille and Bandon on the Coquille-Bandon Highway at M.P. 3.05. This proposal will remove the existing structure over Bear Creek and replace it with a new concrete structure. Some grading and paving work will be necessary to complete the approaches to the new bridge.

Alignment: New _____ Existing XX Combined _____

Typical Section: Existing: No. Lanes 2 ; Med. None ; Shldrs. Yes; Parking No
Proposed: No. Lanes 2 ; Med. None ; Shldrs. Yes; Parking No

Traffic: Existing Facility: Existing ADT 1,900 ; Projected ADT 3,800 ; Yr. 20
Existing Level of Service A

Proposed Facility: Projected ADT 3,800 ; Yr. 20
Projected Level of Service A

DOT B-3 Exhibit 11-C-1

on June 7, 8 and 9, 1976, by George W. Krynitsky of the Construction and Maintenance Division, Office of Highway Administration, and John Y. Yoshino, Office of Civil Rights of the Department of Highway Administration. Their report dated June 25, 1976, to Mr. Al T. Lamm, Executive Director, from Mr. Krynitsky and Mr. Yoshino, detailed the investigation. This is an investigation into the same facts alleged in the complaint of Mr. Eugene Jackson in the above-entitled judicial proceedings. Page 4 of their report lists the investigators as stating:

> "Both the state and our field offices are considered to have acted in a responsible manner within the purview of their authority and approving and proceeding with the sole source procurement of the asphalt wreckers contract. We see no violation of any federal or state laws, regulations or orders in this case."

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The existing highway crosses a fairly level rural valley used for grazing and hay production. The existing highway is elevated about 6 feet above the surrounding land. Bear Creek meanders along the easterly edge of this valley. The proposed roadbed gradient will be less than 1 percent. The proposed structure will not affect this setting, since this is only a replacement structure.

Flora consists of indigenous species of both woody and herbaceous plants, which are located between the existing highway and the right of way fence. The woody plants range in size from saplings to 12-inch diameter, at breast height, and are 25 feet or less in height, consisting mostly of willows. Blackberries, grasses and a few scattered lilac bushes are also in the area.

Bear Creek drains a basin of approximately 23 miles and is a significant tributary of the Lower Coquille River. It has anadromous fish: coho, steelhead and cutthroat and it also probably contains a modest population of resident trout and bullhead.

2. Cultural: The existing highway crosses a rural valley surrounded by rolling hills to the east and west. The present use is for agricultural purposes, mainly pasture land and hay fields.

Noise within the project area is predominantly of traffic origin. The proposed structure will not change the noise level.

Overhead utilities are located within the right of way, with power company facilities on the right side and telephone facilities on the left side.

No residences are in the more immediate project vicinity.

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels_____

Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any: Materials will have to come from commercial sources. There will be some waste disposal, as the existing structure will have to be removed. The metal "I"-beams, wooden pole caps and some stringers should be salvaged for the state's use. The remainder of the wooden structure should be disposed of in conformance with the Standard Specifications for Highway Construction,1974.

Type of Structure(s): Prestressed concrete structure is proposed.

Brief Description of River or Stream and Type of Involvement, if any: The proposed bridge will span Bear Creek. It will provide more waterway for the meandering stream, which has a history of backing up, causing inundation of the Coquille-Bandon Highway when the Coquille River flows out of its banks.

The drainage area for the Bear Creek Valley amounts to approximately 23 square miles.

Local City, County or COG priorities of project:

Not rated.

FHWA and/or OSHD approvals given, if any: On Bridge Replacement Priority List, Round 2.

Location or Design Alternatives (identify and describe): A hydraulic study was prepared on this proposal in May, 1976. It proposed a 55-foot bridge with vertical abutments or an 80-foot, three-span bridge. The alignment must be maintained as is or additional roadwork would be required, as the structure is located on a rather long tangent.

Other Descriptive Information or Comments:

(Attach project sketch map.)

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:
No additional R/W is required.

2. Estimated Impact on Traffic Patterns: Traffic will be hampered during construction. A detour will be provided through the work area during construction, which could result in minor delays to the traveling public. After construction, traffic patterns will return to the existing situation.

Consequences--Air Quality, Noise, Safety, etc.:
Since this bridge replaces an existing bridge, no anticipated air quality or noise level increase is expected. The new bridge will be wider than the existing, therefore, the safety aspect should be enhanced.

3. Estimated Impact on Land Use: The proposal will not extend beyond the existing right of way line, therefore there will be no change in present land use.

Consequences:

4. Expected Impact on Natural Ecological Resources: There will be temporary construction related impacts to the crossing site - chiefly clearing and grubbing of vegetation, alteration of the existing banks, and burial of existing ground in the vicinity of the detour.

Consequences:
Water quality will decline in the project reach during construction, vegetation will take several years to become re-established. Most adverse effects will diminish in a few seasons.

5. Expected Impact on Cultural and Scenic Resources:
Except for the removal of vegetation, most negative impacts are tied to construction and will cease with the completion of the project.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

At this stage, there is no critical area of concern, except flooding of the existing highway.

7. Potential for Controversial Issues:

The existing bridge has recently received substantial maintenance raising some question as to why the bridge is now being replaced.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

No conflict.

b. Noise Standards

This project is determined to be unrelated to noise increases per FHMP 7-7-3, hence no noise study is required.

c. Water Quality Standards

To be coordinated with Dept. of Fish and Wildlife and Division of State Lands. A Coast Guard permit will also be required as this reach of Bear Creek is under tidal influences.

d. Area Land Use and Transportation Plans, and Zoning

No conflict.

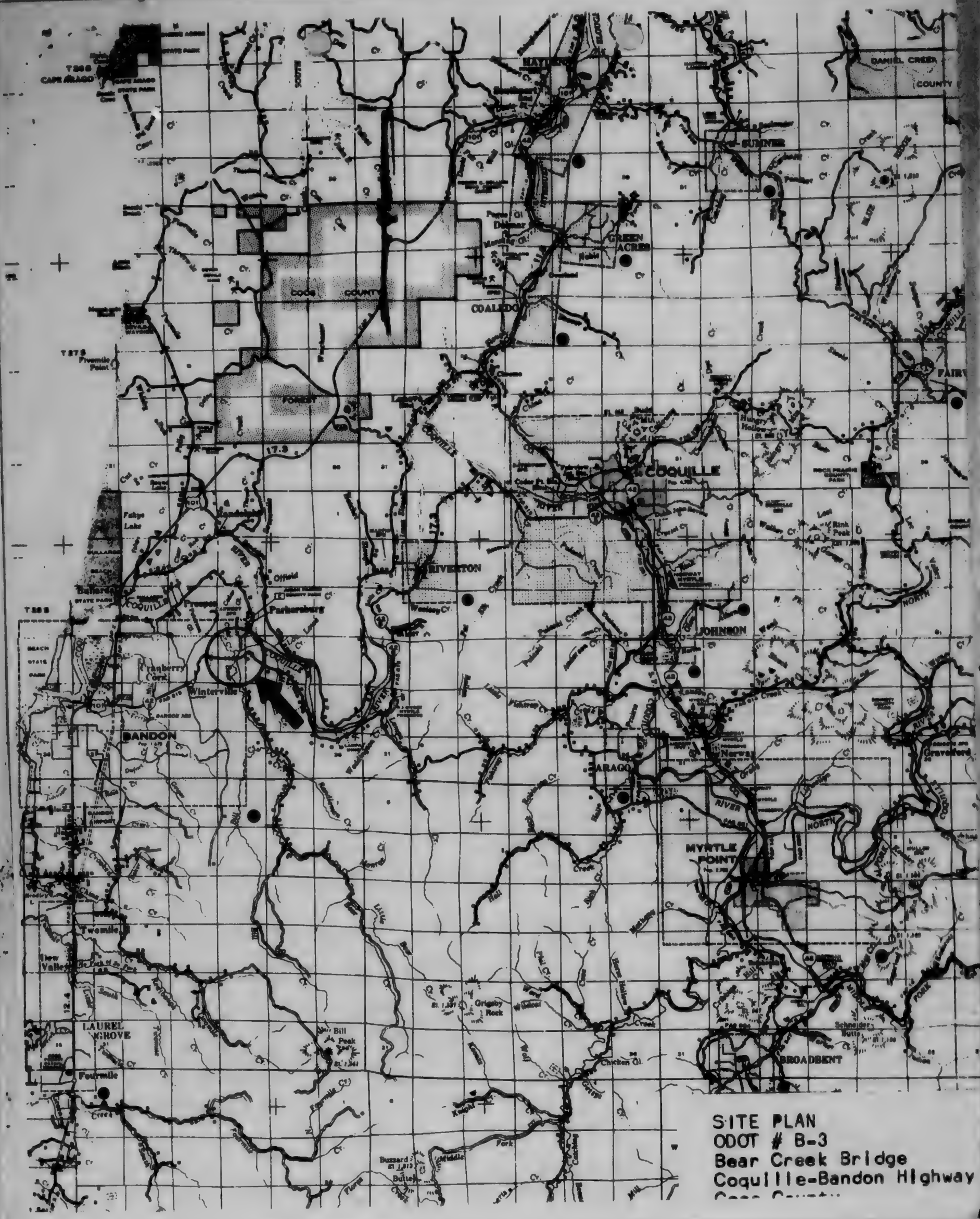
C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	XX ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 XX 3 ____ 4


CAPE ARAGO
COOS
COUNTY
COALEDO
FOREST
17.9
COQUILLE
RIVERTON
Parkersburg
Bullards
BEACH
STATE
PARK
Winterville
BANDON
ARAGO
Norway
MYRTLE
POINT
JOHNSON
GREEN
ACRES
SUMNER
DANIEL CREEK
COUNTY
Twomile
New
Valley
LAUREL
GROVE
Fourmile
Bill
Peak
Grigsby
Rock
Chicken Cl.
BROADBENT
Schneider
Butte
Buzzard
Butte
Middle
Fork
Knight
Cr.
Hungry
Hollow
Rink
Peak
Graveford
RIVER
NORTH
Cranberry
Cove
Pahys
Lake
Offield
Prosper
T.28 S.
T.27 S.
SITE PLAN
ODOT # B-3
Bear Creek Bridge
Coquille-Bandon Highway

A-95

OOOT B-3

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE.
SEATTLE, WASH. 98174
PHONE: (206) 442 5864

16590
Serial 368
29 June 1977

Info				
Investigate				
R/D				
Action				
File				
Letter				
See me				
	DGA	REFER TO: Swan	JUL 1 '77	PROJECT MANAGEMENT

State of Oregon
Department of Transportation
ATTN: Mr. D. E. Swan
Federal Aid Engineer
State Highway Building
Salem, OR 97310

NOTED
D. H. MOEHRING

RE: Notice of Intent for Federal Aid Funds
Section: Bear Creek Bridge
Highway: Coquille-Bandon Highway
County: Coos

Gentlemen:

The Reference Notice has been received. The project is for replacement of the Bear Creek Bridge on the Coquille-Bandon Highway 0.3 miles east of Bandon. Although no permit was required for the existing bridge the Coast Guard will have an interest in the work if the bridge to be reconstructed is across navigable waters.

To date we have made no determination of navigability for the waterway, therefore, we require your assistance in making the determination. Enclosed is our blank factual characteristics form we use to gather information on navigability/non-navigability of waterways. With your local knowledge of the waterway and access to necessary local records it is requested the form be completed for the waterway at the proposed bridge site and returned so that a determination can be made. If there are any unresolved issues after submission of the form, you may be requested to furnish additional specific information.

After all necessary information is gathered, a determination of navigability will be made. You will be advised of the final determination and whether or not a bridge permit will be required.

Your cooperation is appreciated.

Sincerely,

R. C. WALTON
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Encl: (1) As noted

Copy to: (1) OSHD, Bob Ellison, Salem, OR
(2) FHWA, Herb Schell, Salem, OR

(02) 8624

ODOT B-3

DEPARTMENT OF TRANSPORTATION

ROBERT W. STRAUB
GOVERNOR

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

June 22, 1977

TO Executive Department
Federal Aid Coordination Unit

Coos-Curry Council of Governments
P. O. Box 647
1975 McPherson Street North
North Bend, OR 97459

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 7
Section: Bear Creek Bridge
Highway: Coquille-Bandon Highway
County: Coos

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be July 22, 1977.

BLG: dmc

Attachment

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
R, W. Ellison

Region Engineer: A. Shirley, JR.
District Engineer: B. E. Brown
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
JUN 22 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ODOT B-3

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT: State Highway Division [45	46] DIVISION: Dept. of Transportation [79				
03	12] APPLICANT ADDRESS STREET: 207 Transportation Bldg. [45	46] CITY: Salem [60	76] ZIP: 97310			
04	12] CONTACT PERSON: D. H. Moehring [45	46] AREA CODE: 503 [48	49] PHONE: 378 [55	56] EXTENSION: 6563 [59		
01	12] PROJECT TITLE: Bear Creek Bridge — Coquille-Bandon Highway [71					
11	12] PROJECT LOCATION—CITY: Near Bandon	PROJECT LOCATION—COUNTY: Coos	PROJECT LOCATION: SEC: T: R: [79			
05	SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK): Replacement of deficient bridge over Bear Creek on the Coquille-Bandon Highway					
06	12] 0.3 miles east of Bandon. [71					
07	12] [71					
08	12] [71					
09	12] [71					
10	12] [71					

	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	210,000					210,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE: Title I, Public Works Employment Act of 1977 [71	
15	12] FEDERAL AGENCY NAME: U.S. Dept. of Commerce [45	46] FEDERAL SUB-AGENCY NAME: Economic Development Administration [79

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
XX 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
XX 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?			(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
Yes	No	Date:	Yes	No	Yes	No	Yes	No
XX 29	☐ 30	June 22, 1977	X 31	☐ 32	☐ 33	XX 34	☐ 35	XX 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH	43] DAY	45] YEAR
	July [42	22 [44	1977 [46

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☒ Yes ☐ Date:

VI. If project includes state funds (12C), identify agency None

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

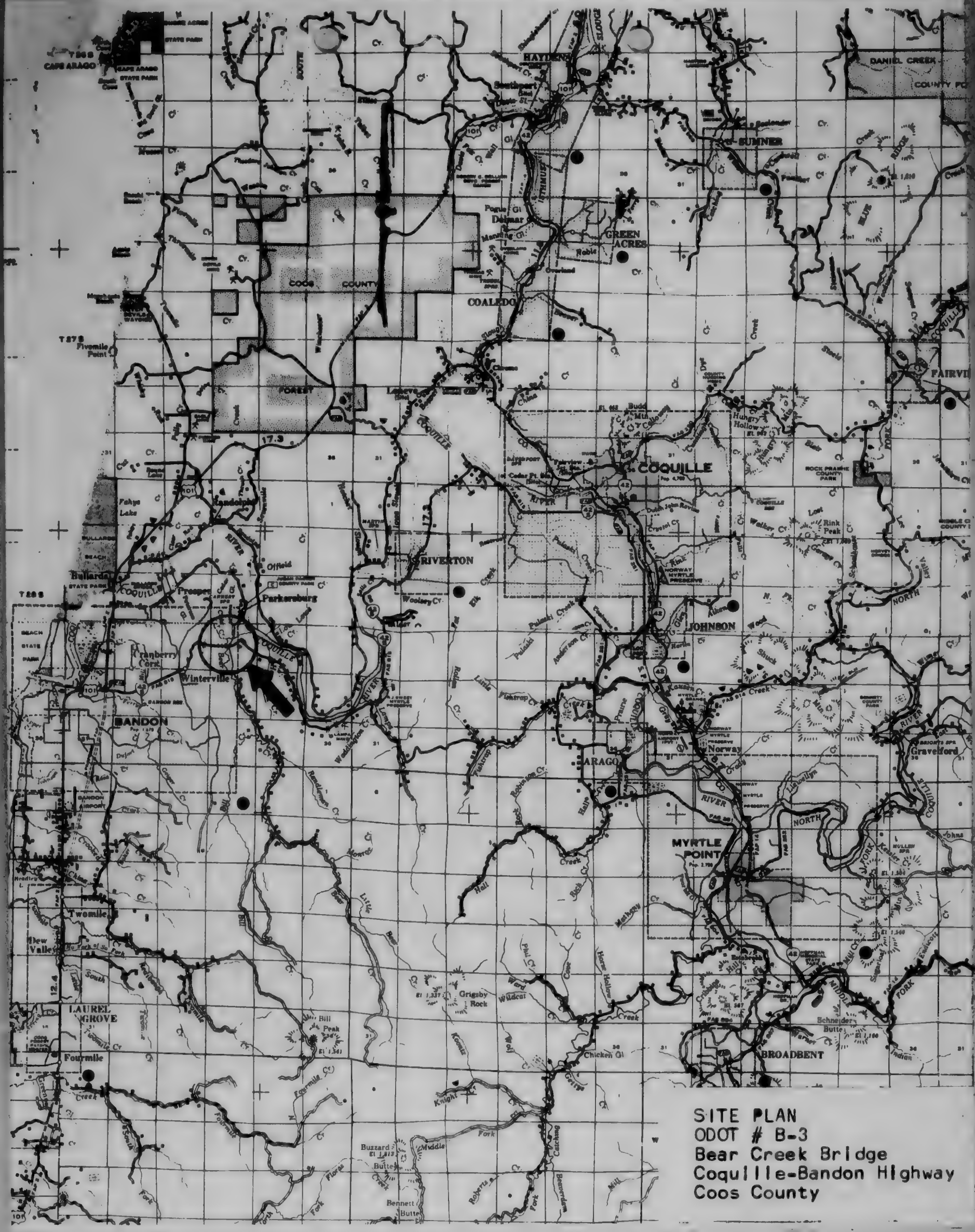
	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a Category 3 Project of Nonmajor environmental impact under Oregon's Action Plan.



SITE PLAN
ODOT # B-3
Bear Creek Bridge
Coquille-Bandon Highway
Coos County

Form 81-124-2020

8624

B-3

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Bear Creek Bridge

Highway Coquille-Bandon #244

County Coos

Date June 17, 1977

Authorization No. 1

Survey Prefix 106-1429
(Assigned by Salem office)

Description of termini, route, length, etc.: MP 3.05

ED-1220

Purpose of survey:
Prepare plans, specifications and estimate for bridge replacement.

Estimate of cost:

Field	901	2,000
Plans	905	1,000
Bridge	906	5,000
Soils	910	1,000
Hydraulics	918	500
Proj. Mgt.	920	200
Specifications	921	500
Environmental	923	200
Found. Exploration	926	1,000

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 11,400

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

Requests made by:

W.N. Hackleman
Loc. Design Engr.
Field Engineer

Recommended for Approval:

.....
Regional Engineer

Recommended for Approval:

Frank E. Pierpoint
Location Engineer

Approved:

H S Coulter
~~Assistant~~ State Highway Engineer

SP*19780-734

8626 Willamette R. Oxbow (MP 30.1)19
Br. Sec. of Albany-Jct. City Hwy
(Grading, paving & structure)

C+L 6312 10-7-77

#8626

D

U.S. DEPARTMENT OF COMMERCE
Office of Audits
WESTERN REGIONAL OFFICE
450 Golden Gate Avenue
Box 36134
San Francisco, California 94102

March 9, 1979

Willamette Overflow Bridge

075127050
ORE. DPT. TRANS.
207 TRANS. BLDG.
SALEM OR 97310

SUBJECT: Engagement of Auditor

REFERENCE: Audit Instructions for Local Public Works Grants under Title I of the Public Works Employment Acts of 1976 and 1977, Second Edition, March 1978 and Revision 1 thereto.

According to the latest information furnished to this office by the Economic Development Administration (EDA) Seattle, Washington as of January 31, 1979, your project has been completed or will be completed this year and no action has been taken to engage auditors to perform the audit of your grant, as required by the referenced audit instructions.

The above referenced audit instructions specifically outline the requirements for audit of EDA-LPW grants. You are requested to take immediate action to comply with these requirements.

Although your project may not be complete for some time, we encourage you to engage your auditor now. The audit can then be scheduled to meet the grant requirements and the work schedule of the auditor.

To assist you, the applicable paragraphs of the referenced audit instructions are set forth below:

Page 25 - Paragraph V.A.1.
Page 26 - Paragraph V.A.2.b.
Page 14 - Paragraph IV.A.
Page 15 - Paragraph IV.B.
Page 16 - Paragraph IV.C.
Page 18 - Paragraph IV.C.2
Page 1 - Appendix A - Suggested Format for Auditor's Proposal Letter.

A copy of your approved audit proposal or engagement letter should be sent to this office no later than close of business April 13, 1979.

3/20/79
Original to: Paul Hatcher - please take action on this. Dick Clemens
cc: C.T. Keasey
H.S. Coulter

NOTED
H.S. COULTER

If you have any questions regarding this letter or doubts regarding the requirements for engaging auditors, please contact Mr. Edw. E. Wolfe on (415) 556-0149. (Monday - Friday 7:30 am - 4:00 pm). It is imperative that the above date be met. If there are extenuating circumstances which prevent you from meeting this date, or your project completion date is in error, Mr. Wolfe should be informed as soon as possible.

Your timely response will be appreciated and make it unnecessary to contact you again regarding this matter.

Sincerely,

Miguel P. Barrios Jr.

Miguel P. Barrios, Jr., Regional Director
San Francisco Regional Office
Office of Inspector General

EEW:jj

RECEIVED
STATE HWY ENGR
MAR 21 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8626

October 9, 1978

Hansen & Rowland, Inc. of Oregon
1929 Georgia Pacific Bldg.
Portland, OR 97204

Gentlemen:

On October 6, 1978, we wrote to you concerning release of final payment on Contract No. 8626 awarded to Hamilton Construction Co. for work on the Willamette River Overflow (M.P. 30.1) Bridge Section of the Albany-Junction City Highway in Lane County.

Final payment on this contract is $12,888.35 and the total contract amount is $258,443.26 including $676.28 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Hamilton Construction Co.
P. O. Box 659
Springfield, OR 97477

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc C. T. Keasey
Walt Hart
C. O. Fredrickson

E. MERL WHITEMAN

STATE OF OREGON
Department of Transportation - Finance Branch

INTEROFFICE MEMO ACC-5-2

TO: Fred Klaboe, Scott Coulter, C. T. Keasey and Dave Talbot

DATE: August 31, 1978

FROM: E. Merl Whiteman, Manager Finance Branch

SUBJECT: EDA Project Audits

Mr. Keasey's memo of August 9, 1978 outlined the problem of conducting an audit of EDA Projects. Subsequent to receiving the memo Messrs. Burco, Klaboe, Coulter, Streun and Whiteman met to discuss and make a decision as to a solution. That discussion brought to light the fact that the EDA Grants were never discussed with the ODOT Finance Branch. The Internal Audit Section is not staffed to perform these kinds of audits so alternatives were considered.

We have agreed that the best alternative would be for the State Division of Audits to audit EDA Grants concurrent with their audit of the Highway Division and Parks Branch.

Attached is a letter to the Economic Development Administration in Seattle which outlines our proposal.

We will keep you advised of future developments.

EMW:kr
cc: Don Streun
Don Henry
Vern Skoog

01-125-1307

STATE OF OREGON
Department of Transportation

INTEROFFICE MEMO

ACC 5-2

TO: George Renner
State Division of Audits

DATE: October 31, 1978

FROM: Merl Whiteman
Finance Branch

SUBJECT: Audit Arrangements for EDA Grants

U.S. Department of Commerce, Office of Audits, has requested (attachments) that approved audit proposals or engagement letters be provided no later than November 13, 1978 for the following EDA Grant Projects:

Bear Creek Bridge #075126879
No. Powder River Bridge #075126988
Willamette Overflow Bridge #075127050
Shores Acres #075103643

As you will recall, we previously discussed the audit requirements associated with the acceptance of Federal Grants. At that time you stated the State Division of Audits would perform the necessary grant audits in conjunction with the regular audits of the Oregon Department of Transportation. Based upon this commitment we advised the U.S. Department of Commerce, Seattle Office, of this arrangement (see attachments). We also indicated that an audit schedule would be provided to them as soon as it was available.

Enclosed are copies of portions of the "Audit Instructions For Local Public Works Grants" that you requested today, which corresponds to the audit instruction references mentioned in the attached memos from the U.S. Department of Commerce, Office of Audits.

Please take appropriate action to meet the requirements of the U.S. Department of Commerce as they relate to the EDA Grant Projects listed above.

Additional information or questions should be directed to Paul Hatcher, Room 406 Transportation Building, Phone 378-2872.

Thank you for your cooperation.

MW:PH:cm

Attachments

cc/att.: F.B. Klaboe
H.S. Coulter
Dave Moehring
C.T. Keasey
Vern Skoog
Dave Talbot
Dick Unrein

125-1387

E. MERL WHITEMAN

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
Finance Branch 378-6810
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 31, 1978

U.S. Department of Commerce
Economic Development Administration
1700 Westlake Ave. N.
Suite 500
Seattle, WA 98109

Attention: Donald Gould

Dear Mr. Gould:

As you know, we have several projects in the Oregon State Highway Division and the Parks Branch which are funded by the Economic Development Administration.

The Grant agreements provide for audits. Your audit instructions for local Public Works Grants, Second Edition of March 1978, provides that audits will normally be performed by public audit organization. One of the requirements of a "Public Auditor" is that he be independent of the grantee organization performing the grants. The same audit instructions allows the state and local government audit organizations, in the course of their routine biennial audit of the grantee, to audit local Public Works Grants.

In the Oregon Constitution the Secretary of State is designated as auditor of public accounts. The law requires the Secretary of State to audit the accounts and financial affairs of all State agencies not less often than once every three years. Federal grants are audited at the same time the agency audit is conducted.

With this background, we are taking this means to inform you that we will be planning with the State Division of Audits to have audits made of local Public Works Grants as a part of the regular audit of the Highway Division and Parks Branch for the period July 1, 1976 to June 30, 1978.

A schedule of dates will be provided to you as soon as we can jointly prepare them.

continued

Name and phone numbers of State personnel involved in these matters are as follows:

E. Merl Whiteman
Manager, Finance Branch
Oregon Department of Transportation
Phone # 503-378-6810

Vern Skoog
Controller
Oregon Department of Transportation
Phone # 503-378-6808

George Renner
State Division of Audits
Oregon Secretary of State's Office
Phone # 503-378-3329

We will be looking forward to working with you.

Sincerely,

E. Merl Whiteman

E. Merl Whiteman
Manager, Finance Branch
Oregon Department of Transportation

AWARD OF GRANT AMENDMENT
(Amendment No.1)

8-29-78 Project No: 07-51-27019
Willamette R. Overflow Br.

TO: Mr. Fred Klaboe
Chief of Operations
Oregon Department of
Transportation
525 Trade Street S.E.
Salem, Oregon 97310

WHEREAS, The United States of America, Department of Commerce, Economic Development Administration (herein the "Government") entered into a Grant Agreement (herein the "Agreement") with the Oregon Department of Transportation (herein the "Grantee") on or about October 7, 1977; and

WHEREAS, The Grantee has requested certain changes in the Agreement; and

WHEREAS, it is in the best interest of the Government and the Grantee to amend the Agreement to provide for such changes and revisions as are deemed necessary;

NOW THEREFORE, for and in consideration of the mutual benefits flowing to the Government and the Grantee, the Government hereby amends the Agreement as follows:

Add the Grant Offer/Award the following scope of work from EDA Project Number 07-51-23766 for the restoration of Wolf Creek Tavern;

1. Phase II contract - Road, Parking, Sewage Disposal

This Offer to Amend Grant Agreement must be accepted and returned to the Economic Development Administration not later than September 1, 1978.

Project No. 07-51-27019

Except as herein otherwise provided all terms and conditions of the Agreement shall remain in full force and effect.

ECONOMIC DEVELOPMENT ADMINISTRATION

By: John D. Woodward
John D. Woodward
Acting Regional Director

It is hereby affirmed by the above named Grantee that it intends to make prompt utilization of the Grant awarded and amended in accordance with the terms and conditions as above referenced.

Date: AUG. 29. 1978

Oregon Department of Transportation
State Parks and Recreation Branch
Legal Name of Grantee

By: W Gaskill
Signature

Deputy State Parks Superintendent
Title of Affirming Official

Warren H. Gaskill
Printed Name

8-29-78
Date

CERTIFICATION (by authorized Official other than Affirming Official)

Signature

Chief of Operations, ODOT
Title of Certifying Official

F. B. Klaboe
Printed Name

8-29-78
Date

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

EDA Project No. 07-51-27019 State Oregon County Lane

Line Items	Previous	Approved Revision
Administrative Expense	$ 20,006	$ -0-
Architectural/Engineering (Updating and/or completion of Plans and Specifications)		
Other Architectual Engineering Fees		
Project Inspection Fees		
Relocation Expenses		
Relocation Payments to Individuals and Businesses		
Demolition and Removal (a) Labor (b) non-Labor		
Construction and Project Improvement (a) Labor (b) non-Labor	89,365 161,316	120,865* 208,516*
Equipment		
Contingencies	79,313	20,619
Total Estimated Costs	$350,000	$350,000
Remarks:		
EDA Direct Grant	350,000	350,000
Grantee/Borrower's Funds	-0-	-0-
Total Project Cost	350,000	350,000

*Scope of work transfer from EDA Project Number 07-51-23766 Wolf Creek Inn, Phase II contract.

Effective Date:

1626

9

Department of Transportation

PARKS AND RECREATION BRANCH

525 TRADE STREET S.E., SALEM, OREGON 97310

August 28, 1978

U. S. Department of Commerce
Economic Development Administration
17 Westlake Avenue N.
Seattle, WA 98109

Attention Mr. Bill England
Project Management Specialist
Civil Rights Division

copy on each

Re: Award of Grant Amendment #1
Project #07-51-23766

Gentlemen:

Attached are signed copies of the grant amendments for scope of work transfers outlined in Mr. Klaboe's letter of July 6, 1978. The amendments are approved as submitted, except for the project line item Estimated Costs Revision for Project #07-51-23766 - Wolf Creek Tavern. We request that the line item estimated cost revision be changed to reflect the requested revision as submitted in our July 6, 1978 correspondence. Attached is a line item estimated cost sheet which shows the line item breakdown requested.

We appreciate your consideration of this request. If you have any questions, please contact Larry Jacobson, Phone 378-5015, or Dick Holt, Phone 378-5017.

Sincerely,

Larry Jacobson, Assistant
State Parks Superintendent

LJ:aw

Attach. Amendment #1 for Project Numbers:

07-51-27014	07-51-26830	07-51-26880
07-51-27050	07-51-23766	07-51-27019

bc: C. T. Keasey) w/copy of letter and set of attachments.
V. E. Skoog)

D. Unrein
H. Coulter
D. Powers
J. Christian
D. Talbot
F. Klaboe
W. Gaskill

RECEIVED
DOT OFFICE
AUG 30 78
REPLY TO
ATTN OF:
D. KLABOE

8626

8

FINAL REPORT

FORM 81-750-2001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Willamette R. Overflow (M. P. 30.1) Bridge		WEEK ENDING: August 5, 1978
		SECTION PREFIX: 20-8220
HIGHWAY: Albany-Junction City		COUNTY: Lane
NAME OF JOB: Willamette R. Overflow (M. P. 30.1)Br.	KIND OF WORK: Grading, Paving, and Structure	
CONTRACTOR: Hamilton Construction Co.	CONTRACT NUMBER: 8626	FEDERAL AID PROJECT NUMBER: EDA 07-51-27019
DATE OF CONTRACT: November 15, 1977	DATE WORK STARTED: December 5, 1978	ESTIMATED COMPLETION DATE: August 1, 1978
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS a) 78 b) 243	CALENDAR DAYS USED a) 68 b) 240
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: a) 87% b) 99%
PROJECT AUTHORIZATION: $ 281,592.63		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 261,586.71	ENGINEERING AUTHORIZATION $ 20,005.92	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 261,897.35	ENGINEERING COST TO DATE $ 24,277.03	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVER/UNDER RUN: 1.5 %	PERCENT OF AUTHORIZATION 121 %	DATE PROJECT WAS COMPLETED: August 1, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100		100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,770 CY	990 ton			1,580 ton
TOTAL QUANTITIES CORRECTED TO DATE	5,804 CY	2,603 ton			1,662 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	5,804 CY	2,603 ton			1,662 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	3940A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 30	Fair	238		
MONDAY 31	Fair	239		
TUESDAY 1	Fair	240		
WEDNESDAY 2	Fair			
THURSDAY 3	Fair			
FRIDAY 4	Fair			
SATURDAY 5				

K

Keesey, Jeckmond, Hopkins, Williams, Johnson, Glenn

RECEIVED
AUG 7 1978
CONSTRUCTION BRANCH

Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 30	No Activity
MONDAY 31	General cleanup work.
TUESDAY 1	General cleanup work. Project completed.
WEDNESDAY 2	
THURSDAY 3	
FRIDAY 4	Final Inspection of project.
SATURDAY	

REMARKS

Project was completed on August 1, 1978. Final Inspection of project was Friday, August 4, 1978. Attending the Final Inspection were; Ted Litchfield, Jack Martin, Bob Stenerson, OSHD; Dave Wieland, Hamilton Construction Co. Some minor cleanup work is to be done early next week.

SIGNED J. M. Martin LOCATION Albany

J. M. Martin, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

Form 21-734-1384 (10-77)

8626

Oregon Department of Transportation
HIGHWAY DIVISION

PROJECT INSPECTION REPORT

Intermediate ☐
Final ☒

Project Name				Contract No.
Willamette River Overflow (M. P. 30.1) Bridge				8626
Highway			County	Prefix No.
Albany-Jct. City			Lane	20-8220
Contract Time Elapsed 99 %	Contract Work Completed 100 %	Contract Work Quality	Contract Work Progress	F.A. Project No. EDA 07-51-27019
Inspection date		By		
August 4, 1978		Ted Litchfield, Region II Const. Engr		

In company with
Jack Martin, Resident Engineer; Bob Stenerson, Assistant Res. Engr.; Dave Weiland, Supt. for Hamilton Const. Co.

REMARKS
(Scope of inspection, Findings, Recommendations, Instructions, etc.)

A good looking bridge and smooth riding surface.

Contractor was asked to pick up remains of fiber filter material that was placed under the detour fill.

Contractor was also asked to patch east shoulder in two places which had been gouged during removal of detour.

(USE ADDITIONAL SHEETS AS REQUIRED)

FINAL INSPECTION CHECKLIST

June 13, 1978 Date opened to traffic or in operation
August 1, 1978 Date of Second Notification
July 29, 1978 Date Contractor's notice for semi-final inspection received
August 1, 1978 Date Contractor removed equipment, plant, etc.
Aug. 18, 1978 Estimated submittal date of semi-final estimate
_____ Recommended acceptance date of completed contract work

Original to: Construction Engineer
Copy to: Region Engineer
District Engineer
Resident Engineer
✓ Project Mgt. (Final Only)
FHWA (Final F.A. Only)
Project Engineer (If Applicable)

Signed [signature]

Title Region II Const. Engineer

5

#8624

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109

August 1, 1978

(206) 442-7506

Mr. Fred Klaboe
Chief of Operations
Oregon Department of
Transportation
525 Trade Street S.E.
Salem, Oregon 97310

Re: EDA Project Numbers

07-51-27014-8629 07-51-26830-8661 07-51-26880-8630
07-51-27050-8627 07-51-23766-8742 07-51-27019-8626

Dear Mr. Klaboe:

Enclosed please find two signed copies of the Amendment to each of the referenced Grant Offers/Awards. EDA has approved the request for a scope of work transfer as outlined in your letter of July 6, 1978. The project budgets are shown as attachment 1 to each amendment.

Your acceptance of these Amendments shall be indicated by the signature of your principal official. The official's signature shall be certified by an authorized official other than your principal official. Send one copy of each accepted Amendment to Mr. John D. Woodward, Acting Regional Director, Western Regional Office, Lake Union Building, Suite 500, 1700 Westlake Avenue North, Seattle, Washington 98109. The other copy should be retained for your files.

Sincerely,

John D. Woodward

John D. Woodward
Acting Regional Director

NOTED
F. B. KLABOE

RECEIVED
DOT OPERATIONS
AUG 3 1978
Engineering

*8626

9

Department of Transportation
PARKS AND RECREATION BRANCH
525 TRADE STREET S.E., SALEM, OREGON 97310

July 6, 1978

RECEIVED
TATE HWY ENGR
JUL 7 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

U.S. Department of Commerce
Economic Development Administration
1700 Westlake Avenue N.
Seattle, Washington 98109

Re: Scope of Work Transfers
EDA #07-51-27014
Manhattan Beach

Att: Mr. Bill England
Project Management
Specialist
Civil Rights Division

EDA #07-51-23766
Wolf Creek Tavern

Gentlemen:

As discussed with Larry Jacobson on April 5th in your office, attached is a request for Scope of Work Transfers of Oregon Department of Transportation over-run projects into underrun projects. The request is to transfer bid items from Manhattan Beach, EDA #07-51-27014, into Beverly Beach, EDA #07-51-26830; Oceanside Beach, EDA #07-51-26880 and Willamette Overflow Bridge, EDA #07-51-27050; and to transfer Wolf Creek Tavern, EDA #07-51-23766, contracts into Willamette River overflow bridges, EDA #07-51-27050 and EDA #07-51-27019.

At Manhattan Beach, the state contribution shown on the line item Cost Sheet will be allocated to other Park Branch recreation development projects scheduled for construction in the 1978-79 fiscal year. At Wolf Creek, approval of the transfer request would permit reallocation of the state contribution into other park construction projects scheduled for the 1978-79 fiscal year. The state's contribution for the caretaker's house and landscaping at Wolf Creek would continue to be a budget item request to the State Legislature for the 1979-81 budget period.

NOTED
H.S. COUNTER

Favorable consideration of this Scope of Work Transfer Request would be appreciated. If you wish additional clarification, please contact Larry Jacobson, telephone number 378-5015.

Sincerely,

Fred Klaboe
Chief of Operations
Oregon Department of Transportation

FK:LJ:sc

Attachment

EDA SCOPE OF WORK TRANSFERS

Parks and Recreation Branch
Oregon Department of Transportation

Overrun Project - Manhattan Beach - EDA #07-51-27014

This project is to develop a beach access site with paved access road and parking, restroom, utilities, and walkways.

The project overrun including permit fees and a 4½% contingency allowance is $37,900.

The low contract bid was 21.73% over the engineering estimate. The engineering estimate was based on anticipated bid award in early fall. The grant award was received later than expected. This resulted in a short contractor mobilization period to meet the 90-day construction beginning deadline and less favorable weather conditions for beginning construction. The engineering estimate was not revised to reflect these conditions. Inflation in the building trades industry; high bids on unit items like asphaltic concrete, toilet buildings, and traffic control; and lack of experience in estimating costs based on EDA requirements were a combination of factors resulting in costs over the grant amount.

The items proposed for transfer are as follows:

Bid Item	#1 --	$7,500	
" "	#2 --	5,000	
" "	#5 --	5,800	
" "	#6 --	2,560	
" "	#7 --	8,897	
" "	#8 --	5,040	
" "	#14 --	1,160	
Bid Item	#17 --	946	
" "	#18 --	909	
	Total	$37,812	

This will specifically identify those transfer costs for analysis and final audit.

Underrun Projects

Beverly Beach State Park - EDA #07-51-26830

The project installs a sewage collection trunk line, a sewage pump, and repairs all area disturbed by the construction.

Project underrun	$12,000
Manhattan Beach Transfer Items 6, 7	- $11,500
Balance	$ 500

Oceanside Beach State Wayside - EDA #07-51-26880

This project is to construct restroom, utilities, paved road and parking, and walkways to the beach.

Project underrun	$ 8,000
Manhattan Beach Transfer Items 8, 14	- $ 6,200
Balance	$ 1,800

Willamette River Overflow Bridge M.P. 30.4 - EDA #07-51-27050

The project replaces a deficient bridge on the Albany-Junction City Highway at Mile Post 30.4.

Project underrun	$110,000
Manhattan Beach Transfer Items 1,2,5,17,18	-$ 20,200
Balance	$ 89,800

Justification

Upon receipt of bids, the project was analyzed for areas where possible cost savings could be achieved. There were no items that could be eliminated without resulting in an incomplete project and changing the scope of the project. There was no evidence to suggest that requesting an extension of the 90-day construction deadline and rebidding of the project would have resulted in lower bid submittals.

The Oregon State Legislature approved an increase in the expenditure limitation for the project with the understanding that excess grant funds from other Oregon Department of Transportation projects would be solicited to cover the construction cost overrun. The EDA ruling that agency personnel costs for project construction inspections is non-reimbursable already puts an unanticipated financial burden on the grantee. Absorption of eligible project costs by the State Parks Branch eliminates other state park improvement projects that are badly needed and that also contribute to the economic base the EDA program was designed to stimulate.

Overrun Project - Wolf Creek Tavern - EDA #07-51-23766

This project will restore a historically and architecturally significant 1860's stagecoach inn near Grants Pass. Work includes parking area, utilities, kitchen and dining room, nine sleeping rooms, conference facilities, bar, interpretive display area, kitchen equipment, and furnishings.

The project overrun is $164,400.

The grant request was based on schematic and preliminary architectural plans. Detailed plans and specifications revealed items not anticipated, particularly mechanical requirements. Phase I contract for rehabilitation of the tavern structure was 20% over the estimate. Estimating costs for rehabilitation is more difficult than new construction. Contractors' bids appear to reflect this difficulty as well. Inflation in the building trades industry and remoteness of the project location not accounted for in the architect's estimate contributed to higher bids than anticipated. The architect's final estimate for the kitchen equipment items was higher than initially submitted, due to errors in estimating.

The items and costs proposed for transfer are as follows:

Phase II Contract - Road, Parking, Sewage Disposal		$78,700
	Contingency 4½%	3,600
	Total	$82,300
Kitchen Equipment and Install.		$78,557
	Contingency 4½%	3,543
	Total	$82,100
	Transfer Items Total	$164,400

Special cost accounting prefixes will be assigned to the transfer items. This will specifically identify those transfer costs for analysis and final audit.

Underrun Projects

Willamette River Overflow Bridge M.P. 30.4 - EDA #07-51-27050

The project replaces a deficient bridge on the Albany-Junction City Highway at Mile Post 30.4.

Project Underrun	$110,000
Manhattan Beach Transfer	- 20,200
Balance	$ 89,800
Wolf Creek Inn-Kitchen Equipment & Install	-$ 82,100
Balance Remaining	$ 7,700

Willamette River Overflow Bridge M.P. 30.1 - EDA #07-51-27019

The project replaces a deficient bridge on the Albany-Junction City Highway at Mile Post 30.1.

Project Underrun	$ 85,000
Wolf Creek Inn Phase II Contract	- 82,300
Balance Remaining	$ 3,700

Justification

The Oregon State Legislature approved an increase in the expenditure limitation for the project with the understanding that excess grant funds from other Oregon Department of Transportation projects would be solicited to cover the cost overrun. The EDA ruling that agency personnel costs for project construction inspections are non-reimbursable already puts an unanticipated financial burden on the grantee. Absorption of eligible project costs by the State Parks Branch eliminates other State Park improvement projects that are badly needed and that also contributes to the economic base the EDA program was designed to stimulate.

There are no items in the requested transfer [illegible] could be eliminated and still permit the project to open on schedule as an operational facility.

LJ:sc
7/5/78

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

WILLAMETTE RIVER BRIDGE - M.P. 30.4

EDA Project No. 07-51-27050 State Oregon County Marion

Line Items	Previous Revision Request	Requested Revision
Administrative Expense	$	$
Architectural/Engineering (Updating and/or completion of Plans and Specifications)		
Other Architectual Engineering Fees		
Project Inspection Fees	16,670	-0-
Relocation Expenses		
Relocation Payments to Individuals and Businesses		
Demolition and Removal (a) Labor (b) non-Labor		
Construction and Project Improvement (a) Labor (b) non-Labor	70,141 127,596	70,141 127,596
Equipment		
Contingencies	105,593	19,963 *
Estimated Costs	$ 320,000	$ 217,700

Remarks: Scope of work transfer from EDA Project No. 07-51-23766, Wolf Creek Inn, Furnish and Install Food Service Equipment — 78,557
Contingencies 3,543

Scope of work transfer from EDA Project No. 07-51-27014, Manhattan Beach State Wayside, Bid Items No. 1, 2, 5, 17 & 18 — 6,545 Labor
13,655 Non-Labor

TOTAL ESTIMATED COSTS $ 320,000 (Original Grant)

* Request for budget line item revision to reflect contract bid item overruns and final change orders to be submitted as final costs become firm.

OMB-No. 29A1-0176

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

WILLAMETTE RIVER BRIDGE - M.P. 30.1

EDA Project No. 07-51-27019 State Oregon County Lane

Line Items	Previous revision Request	Requested Revision
Administrative Expense	$	$
Architectural/Engineering (Updating and/or completion of Plans and Specifications)		
Other Architectual Engineering Fees		
Project Inspection Fees	20,006	-0-
Relocation Expenses		
Relocation Payments to Individuals and businesses		
Demolition and Removal (a) Labor (b) non-Labor		
Construction and Project Improvement (a) Labor (b) non-Labor	89,365 161,316	89,365 161,316
Equipment		
Contingencies	79,313	17,019 *
Estimated Costs	$ 350,000	$ 267,700

Remarks: Scope of work transfer from EDA Project No. 07-51-23766, Wolf Creek Inn, Phase two contract — 31,500 Labor; 47,200 Non-Labor; Contingencies 3,600

TOTAL ESTIMATED COSTS 350,000 (Original Gra

* Request for budget line item revision to reflect contract bid item overruns and final change orders to be submitted as final costs become firm.

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

BEVERLY BEACH STATE PARK

EDA Project No. 07-51-26830 State Oregon County Lincoln

Items	Previous Eff. 1-30-78	Requested Revision
Administrative Expense	$ 1,200	$ -0-
Architectual/Engineering (Updating and/or completion of Plans and Specifications)	10,000	-0-
Other Architectual Engineering Fees	1,500	-0-
Project Inspection Fees		
Relocation Expenses		
Relocation Payments to Individuals and Businesses		
Demolition and Removal		
(a) Labor		
(b) non-Labor		
Construction and Project Improvement		
(a) Labor	59,240	59,240
(b) non-Labor	61,615	61,615
Equipment		
Contingencies	16,445	17,645 *
Total Estimated Costs	$150,000	$ 138,500
Remarks: Scope of work transfer from EDA Project No. 07-51-27014, Manhattan Beach State Wayside, Bid Items No. 6 & 7.		5,600 Labor 5,900 Non-Labor
TOTAL ESTIMATED EDA FUNDS		$ 150,000 (Original Grant)
GRANTEE/BORROWS FUNDS In-house engineering and project inspection		30,000
TOTAL ESTIMATED PROJECT COST		$ 180,000

* Request for budget line item revision to reflect [illegible]

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

OCEANSIDE BEACH STATE WAYSIDE

EDA No. 07-51-26880	Oregon	Tillamook
	Previous Eff. 4-30-78	Requested Revision
Administrative Expense	$ 900	-0-
Architectural Engineering (Updating and/or completion of Plans and Specifications)	3,500	-0-
Other Architectural Engineering Fees	4,000	4,000
Project Inspection Fees		
Relocation Expenses		
Relocation Payments to Individuals and Businesses		
Land Clearance and Removal Labor Non-Labor	1,700 3,955	1,700 3,955
Construction and Project Improvement Labor Non-Labor	58,092 59,953	58,092 59,953
Inspection		
Contingencies	17,900	16,100 *
Total Estimated Costs	$ 150,000	143,800
Remarks: Scope of work transfer from EDA Project No. 07-51-27014, Manhattan Beach State Wayside, Bid Items No. 8 & 14.		3,038 Labor 3,162 Non-Labor
	TOTAL ESTIMATED EDA FUNDS	$ 150,000 (Original Grant)
GRANTEE/BORROWS FUNDS In-house engineering and project Inspection		16,000
	TOTAL ESTIMATED PROJECT COST	$ 166,000

* Request for budget line item revision to reflect contract bid item overruns and change orders to be paid with Final contract payment.

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

MANHATTAN BEACH STATE WAYSIDE

EDA Project No. 07-51-27014 State Oregon County Tillamook

Line Item	Previous Eff. 4-20-78	Requested Revision
Administrative Expense	$ 250	$ -0-
Architectural/Engineering (Updating and/or completion of Plans and Specifications)	-0-	
Other Architectural Engineering Fees	3,582	-0-
Project Inspection Fees		
Relocation Expenses		
Relocation Payments to Individuals and Businesses		
Demolition and Removal		
(a) Cost	768	768
(b) Force Labor	1,792	1,792
Land Acquisition and Project Improvement:		
(a) Cost	99,539	99,539
(b) Force Labor	103,188	103,188
Equipment		
Contingencies	5,681	7,613
Total Cost	$214,300	$212,900

Remarks: Scope of work transfer, Bid Items No. 8 & 14, to EDA Project No. 07-51-26880, Oceanside Beach State Wayside - 3,038 Labor - 3,162 Non-Labor

Scope of work transfer, Bid Items No. 6 & 7, to EDA Project No. 07-51-26830, Beverly Beach State Park - 5,600 Labor - 5,900 Non-Labor

Scope of work transfer, Bid Items No. 1, 2, 5, 17, 18 to EDA Project No. 07-51-27050, Willamette River Bridge M.P. 30.4 - 6,545 Labor -13,655 Non-Labor

TOTAL ESTIMATED EDA FUNDS	$ 175,000 (Original Grant)
GRANTEE/BORROWS FUNDS In-house engineering and project inspection	22,000
TOTAL ESTIMATED PROJECT COST	197,000

PROJECT: [illegible] Case One Phase Two Food Service

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

EDA Project No. 07-51-23766 State Oregon Locality Corbin

Line Items	GRANT APPROVED	PHASE ONE: Phase One Bid Award Revision	PHASE ONE: 4-6-78 Revision Request	PHASE ONE: Requested Revision	PHASE ONE: Phase One Bid Award Revision
Administrative Expense	$ 1,000	$ -0-	-0-	-0-	-0-
Architectural/Engineering (Updating and/or completion of Plans and Specifications)	2,646	-0-	-0-	-0-	-0-
Other Architectural Engineering Fees	19,057	-0-	-0-	17,000	
Project Inspection Fees	26,000	-0-	-0-	-0-	
Relocation Expenses	-0-				
Relocation Payments to Individuals & Businesses	-0-				
Demolition and Removal (a) Labor	16,318	16,318	16,318	16,318	-0-
(b) Equipment	6,994	6,994	6,994	6,994	-0-
Construction and Project Inspection (a) Labor	204,337	255,254	255,243	262,254	19,850
(b) Materials	197,872	261,051	265,444	277,667	20,000
Equipment	95,557	-0-	-0-	23,175	-0-
Contingencies	27,219	26,076	15,288	-0-	-0-
Total Estimated Costs	$600,000	$559,287	$559,287	600,000	40,000

Remarks: EDA Direct Grant Project No 07-51-23766 — 600,000

EDA SCOPE OF WORK TRANSFER TO: Project No 07-51-27019

Project No 07-51-27050

GRANTEE/BORROWS FUNDS

Increase Engineering & Project Inspection 50,440 +

Caretakers House & Landscaping (1979-1981 Budget)

Phase One - Water Line Restoration - Contract 8633
Phase Two - Water and Sewage Facilities - Contract 8742
Food Service Equipment - Contract Agreement 90-78

SCOPE OF WORK TRANSFER

PHASE TWO			FOOD SERVICE EQUIP.		
Phase One Bid Award Contract	Phase Two Bid Award Contract		Cost At Bid Award		

- Contract 8633
- Contract 8742
Contract Agreement 90-78

SCOPE OF WORK TRANSFER

PHASE TWO			FOOD SERVICE EQUIP.		
			Cost At Bid Award		

8626 GOV. 6-22-78 9

ROUGH DRAFT

John N. Quimby
Real Estate Banker
No. 303 Tiffany Bldg.
795 Willamette Street
Eugene, Oregon 97401

Dear Mr. Quimby:

copy #8627

I appreciate your concern about how the taxpayers dollars are being spent by our Department of Transportation. First, let me assure you that in these days of high inflation and short money supply that the cost-benefit ratio of each project is very carefully evaluated.

As I understand your letter you have three main concerns: why weren't the bridges replaced by culvert pipes, the location of the detour, and the various costs of each. First, present day structures are designed to last a minimum of 50 years, and potentially will serve for 100. Hydraulic studies of the river characteristics and past history of floods indicate that within this time frame future significant floods can be expected. The use of culvert pipes as bridge replacement were studied and it was determined that even a battery of pipes placed within the confines of the existing channels would not carry the flood water that can be anticipated at least once in twenty-five years. Culvert pipes in this instance would retard the flow of water, the upstream channels would overflow and the highway would be overtopped at a time when downstream water was still at a low stage. Excessive flooding of farm fields above the highway would occur and erosion of the highway fill and farm fields downstream could be expected, causing irreparable damage. The Department of Transportation could be held liable for damages far exceeding the cost of the structures that are designed to handle this volume of flood water. This is not to say that the highway would not be overtopped again at some future date, but that the structures would allow the water elevation on either side of the highway to be approximately the same, consequently excessive currents would not develop and very little, if any, erosion of highway fill or farm fields would occur.

I understand your concern about the use of farm land as a detour. However, this was not done without considering the alternatives available, one of which included the use of existing county roads. The county roads that bypass the project are not adequate to carry

6-23-78 sig. to Bonnem

the high volume highway traffic, particularly through the harvest season. Lost time and additional fuel costs attributed to out of direction travel around the bridge construction, were also a consideration in the detour decision. All things considered, the detour as used cost the general public the least.

The structures are now substantially complete and open to traffic. The detour is being removed and the farm land restored to its natural contours and productivity. The property owners have been compensated for the loss of income from crops that were on the land or could have been produced during the time the detour was in place.

In answer to your question concerning the various costs of the project the following breakdown is provided for your convenience. The total cost of the project, except for right of way, was $470,800; which included removing the old structures - $10,000, constructing new bridges - $314,200, and for the detour - $146,600. The cost of the detour included the cost for its removal and the restoration of the farm land.

Right of way cost is in addition to construction costs and amounted to $3,912, which included land purchased in fee $680, temporary easements $232, and crop damages $3,000.

I hope to have answered your questions about this particular project and again I want to express my appreciation of your concerns about how the taxpayer dollar is spent.

Governor

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

June 23, 1978

Salem, Oregon

FROM: C.O. Fredrickson
Region II Engineer

TO: H.S. Coulter
State Highway Engineer

SUBJECT: Willamette River overflow Bridges
30/1 and 30.4
Albany Junction City Highway
Lane County

Attached you will find a rough draft for the governors consideration in reply to Mr. John N. Quimby's letter to him dated June 13, 1978 concerning the above captioned project.

This letter contains much more detail than we normally would write in a letter for the governor's signature. However in light of the questions asked by Mr. Quimby we felt it appropriate to provide him with an adequately detailed answer.

COF/lm
Attach.

RECEIVED
STATE HWY ENGR
JUN 23 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

LAND – TIMBER – RANCHES – COMMERCIAL – INDUSTRY

John N. Quimby
Real Estate Banker
No. 303 Tiffany Bldg.
795 Willamette Street
Eugene, Oregon 97401
Bus. 503-484-1007
Res. 503-369-2474

June 13, 1978

RECEIVED
JUN 15 1978
Governor's Office

DOT
Comm.

0(0078

Please prepare draft reply
for Governor's signature
by 6-23
Thank you.

PLEASE RETURN
ORIGINAL LETTER

Bod Straub, Governor
State of Oregon
Salem, Oregon

Dear Govenor Straub:

I can point out two good reasons why the voters that travel hiway 99-E between Harrisburg and Junction City voted against the 2 cent per gallon additional gasoline tax, for hiway maintenance and I feel that if you made a close observation of the construction in that area at taxpayers expence, you would agree that money is being wantingle being swanderd.

You will note that a detour was constructed in the farmers field to bypass constraction of two bridges that span practically dry sloughs. If these bridges needed to be replaced because they were unsafe ? they could have been replaced by one or two culvet tile; the trafic could easily have been detoured via existing road and the project could have been completed in a very small fraction of the time and cost.

I and others would like to be informed as to the cost of this project including the detour roads cost including damage to the farmers mint field as well as the cost of the destruction of the old bridgs and construction of the new concrete structures.

Any up and coming farmer in the area or reliable contractor could have replaced those bridges with adaquaite culbert tile in not more than two weeks time instead of the now months that this detour has been in use, and still in use.

Myself and a majority of the people that voted in the last election feel that if this type of waist was done away with, there would be no need for higher gasoline tax.

Yours truly

John N. Quimby

John N. Quimby

RECEIVED
STATE HWY ENGR
JUN 16 '78
REFER TO
FOR
TRAFFIC
R/W
SURF
AUD
FILE

RECEIVED
JUN 16 1978
OFFICE
DIRECTOR of TRANSPORTATION

8626

OREGON STATE HIGHWAY DIVISION

June 15, 1978

HIGHWAY BUILDING • SALEM, OREGON • 97310

U. S. Department of Commerce
Economic Development Administration
1700 Westlake Avenue North
Seattle, WA 98109

Attn: Mr. Bill England
Project Management Specialist
Civil Rights Division

Re: Request for Budget Revision
EDA Project No. 07-51-27019
Contract No. 8626

Gentlemen:

We request a budget line item revision for the subject project, as shown on the attached copy of the approved budget. (Form ED-508.)

A copy of the change order modifying the project work is also attached.

Very truly yours,

Donald Assar

C. T. Keasey
Construction Engineer

CTK:mk

Attach.

bc: H. S. Coulter
V. E. Skoog
D. H. Moehring
Gareld Inloes

RECEIVED
STATE HWY ENGR
JUN 19'78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
H.S.COULTER

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

EDA Project No. 07-51-27019 State Oregon County Lane Co.

Line Items	Previous	Approved Revision	Requested Revision
Administrative Expense	$	$	
Architectural/Engineering (Updating and/or completion of Plans and Specifications)			
Other Architectual Engineering Fees			
Project Inspection Fees	20,006	20,006	20,006
Relocation Expenses			
Relocation Payments to Individuals and Businesses			
Demolition and Removal			
(a) Labor			
(b) non-Labor			
Construction and Project Improvement			
(a) Labor	75,552	88,370	89,365
(b) non-Labor	140,311	159,389	161,316
Equipment			
Contingencies	114,131	82,235	79,313
Total Estimated Costs	$ 350,000	$ 350,000	350,000

Remarks:

Effective Date: April 20, 1978.

USCOMM-DC 18781-P76

8626

8

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109

(206) 442-7000

April 24, 1978

RECEIVED
APR 28 1978
CONSTRUCTION BRANCH
Kenny Richards W
Jahnsen Berg
Hopkins 1 Inloes
Williams Widmer
Johnson Gebauer
Glenn Church

Mr. C. T. Keasey
Construction Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: EDA Project Number 07-51-27019
Willamette River Overflow Bridge

Dear Mr. Keasey:

In reference to your letter of March 28, 1978, requesting a project budget revision, EDA has reviewed and approved the request, effective April 20, 1978.

We have enclosed the new approved budget (Form ED-508). As you have previously been advised, expenditures are not to exceed any budget line item without prior EDA approval.

Sincerely,

David L. Wilson

for Donald L. Gould
LPW Division

Attachment: Form ED-508

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
MAY - 1 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

4-28-78
Cpy to Coulter
Shaw
Tracking

USCOMM-DC 10781-P76

LPW

U.S. DEPARTMENT OF COMMERCE
ECONOMIC DEVELOPMENT ADMINISTRATION

Attachment No. 1

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

EDA Project No. 07-51-27019 State Oregon County Lane Co.

Line Items	Previous	Approved Revision
Administrative Expense	$	$
Architectural/Engineering (Updating and/or completion of Plans and Specifications)		
Other Architectual Engineering Fees		
Project Inspection Fees	20,006	20,006
Relocation Expenses		
Relocation Payments to Individuals and Businesses		
Demolition and Removal		
(a) Labor		
(b) non-Labor		
Construction and Project Improvement		
(a) Labor	75,552	88,370
(b) non-Labor	140,311	159,389
Equipment		
Contingencies	114,131	82,235
Total Estimated Costs	$ 350,000	$ 350,000

Remarks:

Effective Date: April 20, 1978.

USCOMM-DC 18781-P76

8626

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 28, 1978

U. S. Department of Commerce
Economic Development Administration
1700 Westlake Avenue North
Seattle, WA 98109

Attn: Mr. Bill England
Project Management Specialist
Civil Rights Division

Re: Request for Budget Revision
EDA Project No. 07-51-27019
Contract No. 8626

Gentlemen:

We request a budget line item revision for the subject project, as shown on the attached copy of the approved budget. (Form ED-508.)

A copy of the change order modifying the project work is also attached.

Very truly yours,

ORIG. SIGNED BY
WARREN RICHARDS

C. T. Keasey
Construction Engineer

CTK:mk

Attach.

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

EDA Project No. 07-51-27019 State Oregon County Lane County

Line Items	Previous	Approved Revision	Requested Revision
Administrative Expense	$	$	
Architectural/Engineering (Updating and/or completion of Plans and Specifications)			
Other Architectural Engineering Fees			
Project Inspection Fees	35,000	20,006	20,006
Relocation Expenses			
Relocation Payments to Individuals and Businesses			
Demolition and Removal			
(a) Labor			
(b) non-Labor			
Construction and Project Improvement			
(a) Labor	88,417	75,552	88,370
(b) non-Labor	203,250	140,311	159,389
Equipment			
Contingencies	23,333	114,131	82,235
Total Estimated Costs	$ 350,000	$ 350,000	$ 350,000

Remarks:

Effective Date: December 19, 1977

Form A-189—SM

OREGON STATE HIGHWAY DIVISION

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Willamette River Overflow (M. P. 30.1) Bridge Date December 21, 1977

Highway Albany-Jct. City Contract No. 8626

County Lane Prefix 20-8220

Contractor Hamilton Construction Co. F. A. Project No. EDA 07-51-27019

Address P. O. Box 659, Springfield, OR 97477 Price Agreement No. 1

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Credit the State the value of general excavation eliminated by raising the detour grade. Credit to be effected by reducing contract amount.

Document unit prices to be paid the contractor for underrun and overrun quantities of certain bid items.

Locations by station numbers:

Station 1451+00 through 1463+00.

Names of pay items, estimated quantities and agreed prices: Credit the State for the elimination of:
671 cu. yds. general excavation @ $0.75 per cu. yd. = (-) $503.25 (Lump Sum)

B.I. No. 9 - Embankm't In Place: $5.10 per Cu. Yd. (Est. o'run 1,700 CY=$8,670)
" " 11 - Detour Removal: $3.00 per Cu. Yd. (Est. o'run 1,700 CY = $5,100)
" " 12 - Fiber Filter: $0.28 per Sqr. Ft. (Est. o'run 33,460 SF = $9,369)
" " 14 - Furn. & Place Topsoil: $4.50 per Cu. Yd. (Est. underrun 520 CY=(-)$2,340)
" " 16 - 1"-0 Agg. Base: $5.50 per Ton (Est. o'run 2,000 tons = $11,000)
Net estimated increase in project cost, including credit = $31,295.75

Specifications, basis of measurement and other provisions:

Credit for reduced general excavation is based on computation of cross-sections taken in the field. All other quantities are estimated and subject to change. All work performed, and the measurement thereof, shall be governed by the applicable provisions of Contract 8626.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After final approval by the Construction Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 252,296.88	
Present estimate of project cost, including $ 31,295.75 for work under this order	$ 281,592.63	
Expected [illegible] over-run (amount)	$ 29,295.75	
Expected [illegible] over-run (per cent)	11.6	

Submitted by: J. M. Martin, Resident Engineer

Approval Recommended: [signature], Regional Engineer

Approval Recommended: ..... Construction Administration Engineer or Bridge Administration Engineer

Signed [signature] HAMILTON CONSTRUCTION CO. Contractor

[signature]

Approved: [signature] Construction Engineer
12-22-77

BP168736-134

Form E 735-6M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

2/21

Project Name Willamette R. Overflow (M. P. 30.1) Bridge Date Feb. 15, 19 78

Highway Albany-Junction City Contract No. 8626

County Lane Prefix 70-8220

Contractor Hamilton Construction Co. F. A. Project No. EDA 07-51-27019

Address P. O. Box 659, Springfield, Oregon 97477 Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Compensate contractor for providing labor, equipment and materials to perform maintenance Patching of detour and such other incidental work as directed by the Engineer.

Location by station numbers: 1449+23.61 to 1464+62.39

Estimate of quantities and cost: Labor, Equipment & Materials: $600.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Maintenance of the detour is the responsibility of the state. Subsections 104.04 and 104.05 provides for having this work done by the contractor and classed as "Extra Work".

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$281,592.63	
Present estimate of project cost, including $ 600.00 for work under this order	$282,592.63	
Expected under-run / over-run amount	$ 1,000.00	
Expected under-run / over-run per cent	0.4	

Submitted by: J. H. Martin, Resident Engineer

Approval Recommended: E. L. T. Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: O. B. Jackmond Deputy State Highway Engineer, Assistant State Highway Engineer or Salem Engineer

2-27-78

For Comptr.

EP-2871-751

8626

February 17, 1978

Hamilton Construction Company
Post Office Box 659
Springfield, OR 97477

Gentlemen:

Time Extension Request
Willamette River Overflow (M.P. 30.1) Bridge
Contract No. 8626

Your request for an increase in calendar days on this project has been carefully reviewed, and an increase has been granted in the amount of 18 calendar days.

This time extension is granted because the power poles in the detour area were not removed until the close of the day on December 22. The remaining days requested are denied, since weather forecasts are not a valid reason for time extension.

Should you have any questions concerning this action, please contract Resident Engineer J. M. Martin.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:fr ia

bc C. T. Keasey
C. O. Fredrickson
Robert Church
J. M. Martin
Richard Hacek

FORM 81-734-2035

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8626

Salem, Oregon

February 14, 1978

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension Request
Willamette River Overflow
(M.P. 30.1) Bridge
Contract No. 8626

TO: H. S. Coulter
State Highway Engineer

Hamilton Construction Company has requested a time extension of 45 calendar days on this project due to weather conditions and a delay in moving power poles which interfered with the detour work. Some pertinent dates are as follows:

Contract awarded	November 15, 1977
Contract sent	November 22,
Calendar day count started	December 5,
Work started	December 5,

The contractor filed this request on December 22 and stated that the power poles had not been moved at that time. This was 18 calendar days after the beginning of work and the beginning of the calendar work day count. The contractor claims the additional 27 days due to forecasted weather conditions which he believes will further delay the construction of the detour.

In fact, the power poles were removed at the close of the day on December 22. These power poles did indeed interfere with the contractor's work on the detour and a time extension is warranted for this 18-day delay. Forecasts of adverse weather are not a valid reason for time extension and therefore the remaining 27 days of the contractor's request should be denied.

A rough draft letter to Hamilton Construction Company granting an extension of 18 calendar days is attached. This is an EDA project and to my knowledge no further approval is required.

OBJ:fr
Att.
cc: Robert Church

RECEIVED
STATE HWY ENGR
FEB 15 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 21-734-8080

OREGON STATE HIGHWAY DIVISION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Division
Salem, Oregon

Date December 22, 19 77

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 225 days to 270 days, within which to complete our Contract No. 8626, without the assessment of liquidated damages. The said contract is described as follows: For work on the Willamette River Overflow M.P. 30.1 Bridge Section of the Albany-Junction City Highway in Lane County.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: The weather conditions and flooding conditions of the project area on November 24-25, 1977 have prohibited any surmountable amount of work to be done on detour since December 5, 1977. The freezing rain the area had on November 21, and 22, 1977 prevented the removal of powerlines and several days of emergency work delayed power company. Then again on December 12-15, 1977 high winds and rain prevented power company to be able to remove the lines again and several days of emergency work followed. The 60 calendar days allowed for construction of the detour, we would like to increase to 105 days. As of this date, the power lines have yet to be completely removed and the weather forecasted will yet delay the detour construction.

Respectfully submitted,

HAMILTON CONSTRUCTION COMPANY
Contractor

By Jack L. Hamilton

CONSENT OF SURETY

Date 12-28, 19 77

We, Transamerica Insurance Company, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Helen McMullan
Attorney-in-fact

(SEAL)

Countersigned by
HANSEN & ROWLAND, INC. OF OREGON
Resident Agent
1929 Georgia Pacific Building
Portland, Oregon

By Ethel Mack
Resident Agents For Oregon

OREGON STATE HIGHWAY DIVISION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8626 Contractor Hamilton Construction Co.

Highway Albany–Jct. City

Section Willamette River Overflow (M. P. 30.1) Bridge

Kind of Work Grading, Paving & Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 18-day extension of contract time due to the delay in removing the power poles in the detour area.

Recommended for Approval:
Recommend 18 days–See attached

Robert E Rost
Region Engineer

O. B. Jackmond
For Construction Engineer or ~~Bridge Engineer~~

H J Haulter
State Highway Engineer

Contract No.	8626
Project designation	EDA 07-51-27019 State-Federal
Date awarded	Nov. 15, 1977
Work started	Dec. 5, 1977
Per cent completed	(a) 2% (b) 0.5% 1-10-78
No. of Workdays Allowed	(a) 60 Cal. Days (b) 225 Cal. Days
No. of Workdays Used	(a) 30 Cal. Days (b) 30 Cal. Days
No. of Added Workdays Requested	40

SP*19663-T34

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109

(206) 442-7000

January 24, 1978

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☐ TAE ☐ OPE ☐
JAN 30 1978
File: PM FA
LG OP
TAA

Mr. D. H. Moehring
Project Management Branch
207 Transportation Bldg.
Salem, Oregon 97310

Re: EDA Project Number 07-51-27019
Willamette River Overflow Bridge

Dear Mr. Moehring:

EDA concurs with the evidence you have submitted that as of December 5, 1977, on-site labor on the project commenced. This satisfies the requirement of start of on-site labor for this project.

Your attention is directed to the instructions for disbursement procedures and related reporting requirements appearing on pages 17 through 23, and Exhibits 1 through 6, in the Engineering and Construction Guidelines for the Local Public Works Capital Development and Investment Program.

When you receive your letter of credit, it will authorize the Federal Reserve Bank to release a portion of the Grant amount to you in a series of draws, to be requested by you as cash needs arise. Each draw is to be for at least $10,000, unless the remaining availability is less than that amount. The draw is to be initiated by presentation of Form TUS-5401 (Payment Voucher on Letter of Credit) to the commercial bank you have designated for this project, for forwarding to the Federal Reserve Branch Bank indicated in your Letter of Credit. If your request is in order, the amount being drawn will be transferred from the Federal Reserve to your commercial bank and then to your checking account. The commercial bank should advise you when the amount drawn is actually on deposit and available to you for disbursement.

The "amount authorized" in the initial Letter of Credit may be drawn without any further approval from this agency. However, availability of the remainder of the Grant will

1/31/78
ORIGINAL to: C.T. KEASEY
cc to: V.E. Skoog
JH.

require EDA action to increase the amount authorized by amendment of the letter of credit. Such action is to be preceded by your submission to this office of a Form ED-530A, 40% MBE report and a completed Form ED-113 (Outlay Report and Request for Reimbursement for Construction Programs), together with your certification, and our project engineer's concurrence, that project construction is at least 40 percent complete. At this time, the remainder of the Grant amount will be authorized in most cases. You will receive an adequate supply of Form ED-113, together with detailed instructions for its preparation, prior to reaching 40 percent completion.

Please also note that Form CD-286 (Report on Federal Cash Transactions), is to be submitted within 15 working days after the close of each calendar quarter. A supply of this form should be included in the mailing which transmits your copy of the Letter of Credit.

If you have questions regarding the matters discussed above, please contact the EDA project team leader assigned to this project.

Sincerely,

Donald L. Gould
LPW Division

8626

8

DATE: January 11, 1978

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Willamette River Overflow (30.1 M.P.) Bridge
Contract No. 8626

This EDA funded project is just starting, but a significant price agreement change has been approved which will cause an indicated overrun of 11.6 percent. This arises from raising the detour grade in order to avoid excavation at this time. Under the current extreme wet conditions, it is believed best to not disturb the existing silty, saturated native material any more than necessary. Excavated material would not be suitable for roadway embankment at this time. This detour has to start carrying traffic immediately in order to go ahead with the main purpose of the contract, namely the bridge replacement. Most of the detour embankment material was intended to be imported anyway and is covered by a bid item for granular material. The net price agreement cost for this design change is $31,295.75.

The requested increase takes into account an expected $2,000 decrease for utility adjustment and construction signing which is not expected to be utilized. Since the project is just starting, we are retaining the full original contingency item in the new estimated project cost.

Your approval is therefore requested of an increase of $29,295.75, or 11.6 percent to a new total project authorization of $281,592,63. This is expected to be fully participating under the EDA grant for this project. This matter will be on the Consent Calendar for your January 24 meeting.

JAB:fr ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
C. T. Keasey
C. O. Fredrickson
D. H. Moehring
V. E. Skoog
George Bell

Form 81-784-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

Salem, Oregon
January 6, 1978

FILE: CON 5 #8626

FROM: John A. Bond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Willamette River Overflow
(30.1 M.P.) Bridge
Contract No. 8626
Request for Increase in
Authorization

This EDA funded project is just starting, but a significant price agreement change has been approved which will cause an indicated overrun of 11.6 percent. This arises from raising the detour grade in order to avoid excavation at this time. Under the current extreme wet conditions, it is believed best to not disturb the existing silty, saturated native material any more than necessary. This detour has to start carrying traffic immediately in order to go ahead with the main purpose of the contract, namely the bridge replacement. Most of the detour embankment material was intended to be imported and is covered by a bid item for granular material. Any excavated material at the site would probably not be suitable for embankment anyway. The net price agreement cost after deducting a value ($503.25) for the deleted site excavation and making five other bid item quantity changes related to this design change amounts to $31,295.75. This figure also takes into account a slight reduction in price (from 30¢ per sq. ft. bid to 28¢ per sq. ft.) for the added overrun quantity of fiber filter material which is being placed over the original ground.

The requested increase takes into account an expected $2,000 decrease for utility adjustment and construction signing which is not expected to be utilized. Since the project is just starting, we are retaining the full original contingency item in the new estimated project cost.

This comes down to an overrun request of $29,295.75, or 11.6 percent to a new total project authorization of $281,592.63. The original EDA grant for this project was $350,000. We understand that at this stage the full $350,000 is available if we submit another revised budget to EDA. A rough draft letter to the Transportation Commission is attached.

JAB:fr

Att.

cc: Robert Church

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109
(206) 442-7000

December 22, 1977

Mr. D. H. Moehring, Manager
Office of Project Management
Oregon Department of Transportation
Project Management Branch
207 Transportation Bldg.
Salem Oregon 97310

Re: EDA Project Number 07-51-27019
Willamette River Overflow Bridge

Dear Mr. Moehring:

In reference to your letter of December 7, 1977, requesting a project budget revision, EDA has reviewed and approved the request.

We have enclosed the new approved budget (Form ED-508). As you have previously been advised, expenditures are not to exceed any budget line item without prior EDA approval.

Sincerely,

Donald L. Gould

Donald L. Gould
LPW Division

Encl: Form ED-508

12/28/77 To: Copy C.T. Kersey

PROJECT MANAGEMENT
PME ☐ CCE ☐ OP ☐
LGE ☐ FAE ☑ CL ☐
DEC 27 1977
File: PM FA
LG OP
TAA

FORM ED-503 LPW
10-701

U.S. DEPARTMENT OF COMMERCE
ECONOMIC DEVELOPMENT ADMINISTRATION

Attachment No. 1

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

EDA Project No. 07-51-27019 State Oregon County Lane County

Line Items	Previous	Approved Revision
Administrative Expense	$	$
Architectural/Engineering (Updating and/or completion of Plans and Specifications)		
Other Architectual Engineering Fees		
Project Inspection Fees	35,000	20,006
Relocation Expenses		
Relocation Payments to Individuals and Businesses		
Demolition and Removal		
(a) Labor		
(b) non-Labor		
Construction and Project Improvement		
(a) Labor	88,417	75,552
(b) non-Labor	203,250	140,311
Equipment		
Contingencies	23,333	114,131
Total Estimated Costs	$ 350,000	$ 350,000

Remarks:

Effective Date: December 19, 1977

8626

Form E-372 (Rev. 12-70)

OREGON STATE HIGHWAY DIVISION

EDA

APPROVED BY
OREGON TRANSPORTATION COMMISSION
DATE JAN 24 '78

Expected Overrun of Project Authorization

Project Willamette River Overflow (30.1 M.P.) Bridge Date December 20, 1977

Highway Albany-Jct. City Contract No. 8626

County Lane Kind of Work Grade, pave & Struct Contractor Hamilton Construction

	Authorized	Estimated
Contract Amount	$215,863.00	$247,158.75
Anticipated Items	6,425.00	4,425.00
Contingency (4½%)	10,002.96	10,002.96
Engineering	20,005.92	20,005.92
Credits	0	0
PROJECT COST	$252,296.88	$281,592.63

NET INCREASE $ 29,295.75 OR 11.6 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)		Expected Amount	Net Change
Overruns			
(C)	Embankment In Place (Bid Item No. 6)	$22,797.00	+$ 8,670.00
(C)	Detour Removal Excavation	14,600.00	+ 5,100.00
(C)	Fiber Filter	13,869.00	+ 9,369.00
(C)	1"-0 Aggregate Base	16,445.00	+ 11,000.00
Underruns			
(C)	Furnish & Place Topsoil	3,240.00	- 2,340.00
(C)	Gen. Excav. (incidental to Item 6) P.A.I	120.00	- 503.25
(A)	EDA Construction Sign	0	- 1,000.00
(A)	Adjust Utilities	1,000.00	- 1,000.00

Principal reasons for overruns (Continue on reverse side): Embankment: increase is due to raising the detour grade to avoid excavating wet areas of subgrade, thereby destroying natural compaction of the soil and possibly creating condition requiring subexcavating, etc. Detour Removal: increased because of increase in embankment. (Over)

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by _____ J. M. Martin Resident Engineer

APPROVED FOR HAND UPDATE

Noted by _____ Construction or Bridge Engineer

Confirmed by _____ Regional Engineer

Noted by _____ Deputy or State Highway Engineer

EP*40727-734

Principal reasons for overruns continued:

Fiber Filter: Because of the wet condition of the area on which the detour road is to be constructed the fiber filter is to be placed full length and full width of the detour embankment. This is to eliminate or minimize the pumping of wet subgrade material into the embankment and aggregate base.

1"-0 aggregate base: this increase is due,not to a plan change, but to an erroneous quantity shown on the schedule of bid items.

TM
FA OP PM LG File:
JAN 26 1978
PROJECT MANAGEMENT
PME ☐ LGE ☐
CCE ☐ FAE
☐ OM ☐ OPE

8626

CONFIRMATION COPY

of a Teletype Message Telephoned

To Dick Hinman By JP

On 12-16 At 1514

GENERAL SERVICES ADMINISTRATION
Federal Telecommunications System
FONE: 503 221-2181

RECEIVED

'77 DEC 16 PM 3:11

GSA-FTRC

12/20/77 Copy to C.T. Kinney M.

TELEGRAPHIC MESSAGE

NAME OF AGENCY: Donald L. Gould Dept. of Commerce - EDA Federal Bldg. Room 644 915 Second Avenue Seattle, WA 98714	PRECEDENCE: Urgent ACTION INFO.	SECURITY CLASSIFICATION SEATTLE FTRC '77 DE 16 PM 1:42
ASSIGNED CLASSIFICATION: CEDA D702/1563-00/5600/230	DATE PREPARED: 12/15/77 12-16-77	TYPE OF MESSAGE [X] SINGLE [ ] BOOK [ ] MULTIPLE-ADDRESS
FOR INFORMATION CALL BILL ENGLAND 442-7000 SIGNED: DONALD L. GOULD	PHONE NUMBER: (206) 442-7500	

THIS SPACE FOR USE OF COMMUNICATION UNIT

MESSAGE TO BE TRANSMITTED (Use double spacing and all capital letters)

TO: MR. D. H. MOEHRING (503) 378-6563
PROJECT MANAGEMENT BRANCH
207 TRANSPORTATION BLDG.
SALEM, OREGON 97310

PROJECT MANAGEMENT
PME [X] CCE [ ] OM [ ]
LGE [ ] FAE [ ] OPE [ ]
DEC 19 1977
File: PM FA
TAA _____ LG OP

RE: EDA PROJECT NUMBER 07-51-27019
WILLAMETTE RIVER OVERFLOW BRIDGE

EDA PROJECT NUMBER 07-51-27050
WILLAMETTE RIVER OVERFLOW BRIDGE

YOU ARE AWARE THROUGH OUR TELEPHONE CALLS OF EDA'S CONCERN THAT YOU COMPLY WITH THE 90 DAY ON-SITE LABOR REQUIREMENT WHICH YOU HAVE ASSURED US YOU CAN MEET. WE HAVE NOT RECEIVED WRITTEN EVIDENCE THAT YOU HAVE MET THE APPROACHING DEADLINE. YOU ARE REMINDED THAT YOU MAY NOT DRAW AGAINST THE LETTER OF CREDIT UNTIL EDA CONFIRMS YOUR COMPLIANCE WITH THE REQUIREMENT AND FURTHER THAT NON-COMPLIANCE COULD RESULT IN TERMINATION OF THE GRANT OFFER. A COPY OF THIS MESSAGE IS BEING SENT TO YOUR DEPOSITORY BANK FOR THEIR INFORMATION.

YOU AND YOUR BANK WILL BE ADVISED BY EDA WHEN SATISFACTORY EVIDENCE OF TIMELY COMPLIANCE WITH THE ON-SITE LABOR REQUIREMENT HAS BEEN RECEIVED.

CC: U. S. NATIONAL BANK OF OREGON (MAIN BRANCH)

EGRAPHIC MESSAGE

Donald L. Gould Dept. of Commerce - EDA Federal Bldg. Room 644 915 Second Avenue Seattle, WA 98714	PRECEDENCE: Urgent ACTION: DTG: '77 DE	SECURITY CLASSIFICATION SEATTLE FTRC 16 PM 1:42
CLASSIFICATION CEDA D702/1563-00/5600/230	DATE PREPARED 12/5/77 12-16-77	TYPE OF MESSAGE ☒ ROUTINE ☐ PRIORITY ☐ MULTIPLE-ADDRESS
FOR INFORMATION CALL BILL ENGLAND 442-7000 DONALD L. GOULD	PHONE NUMBER (206) 442-7500	

THIS SPACE FOR USE OF COMMUNICATION UNIT

MESSAGE TO BE TRANSMITTED (Use double spacing and all capital letters)

TO: MR. D. H. MOEHRING (503) 378-6563
PROJECT MANAGEMENT BRANCH
207 TRANSPORTATION BLDG.
SALEM, OREGON 97310

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐

DEC 19 1977

Files: PM FA
TAA _____ LG OP

RE: EDA PROJECT NUMBER 07-51-27019
WILLAMETTE RIVER OVERFLOW BRIDGE

EDA PROJECT NUMBER 07-51-27050
WILLAMETTE RIVER OVERFLOW BRIDGE

YOU ARE AWARE THROUGH OUR TELEPHONE CALLS OF EDA'S CONCERN THAT YOU COMPLY WITH THE 90 DAY ON-SITE LABOR REQUIREMENT WHICH YOU HAVE ASSURED US YOU CAN MEET. WE HAVE NOT RECEIVED WRITTEN EVIDENCE THAT YOU HAVE MET THE APPROACHING DEADLINE. YOU ARE REMINDED THAT YOU MAY NOT DRAW AGAINST THE LETTER OF CREDIT UNTIL EDA CONFIRMS YOUR COMPLIANCE WITH THE REQUIREMENT AND FURTHER THAT NON-COMPLIANCE COULD RESULT IN TERMINATION OF THE GRANT OFFER. A COPY OF THIS MESSAGE IS BEING SENT TO YOUR DEPOSITORY BANK FOR THEIR INFORMATION.

YOU AND YOUR BANK WILL BE ADVISED BY EDA WHEN SATISFACTORY EVIDENCE OF TIMELY COMPLIANCE WITH THE ON-SITE LABOR REQUIREMENT HAS BEEN RECEIVED.

CC: U. S. NATIONAL BANK OF OREGON (MAIN BRANCH)
321 S. W. SIXTH
PORTLAND, OREGON 97208

ACCOUNT # 010-0300-425

PAGE NO	NO. OF PGS	SECURITY CLASSIFICATION

8626

12/13/77
Original packages
to C.T. Kersey
ML

UNITED STATES DEPARTMENT OF COMMERCE
Economic Development Administration
Washington, D.C. 20230

PM ORE DPT TRANS PROJ
LGE MGMT BRANCH 207
TRANS BLDG.
SALEM OR 97310

L-OR-5036-0 075127019 770929

TA/

M.M.L.R. Ovnation Br
MP. 30.1

MEMORANDUM FOR: LOCAL PUBLIC WORKS GRANTEE
AND LPW EVALUATION REPRESENTATIVE

SUBJECT: Evaluation of the Local Public Works Program

Selection of your project for program evaluation

Your Local Public Works (LPW) project has been selected for evaluation of the Local Public Works Capital Development and Investment Program being conducted by the Economic Development Administration (EDA). The purpose of this evaluation is to ascertain the economic impact of the Local Public Works Program--the largest public works program since the 1930's. It is anticipated that approximately 4,000 projects will be included in this evaluation effort. A successful LPW evaluation will provide the Congress, the Administration, and the public with a better understanding of the benefits of this type of program. This important evaluation effort will require your full cooperation in carefully fulfilling the LPW Grantee responsibilities which are outlined in this letter.

Need for Grantee to appoint an LPW Evaluation Representative

Of primary importance is the need for the Grantee to immediately select an LPW Evaluation Representative to serve as EDA's contact for matters pertaining to EDA's requirements for the collection of evaluation data. The Grantee can select any individual qualified to assume the responsibilities as outlined in the paragraph below. One consideration is to include the role of the Evaluation Representative as part of the functions of the Project Coordinator or the Project Clerk, if either of these two positions exist. Hiring an individual for either of these two positions must be based upon the conditions specified in 5 and 6 respectively in the Second Edition of Engineering and Construction Guidelines for Local Public Works Capital Development and Investment Program.

Specific responsibilities of the LPW Evaluation Representative are:

(1) to inform EDA (on Form ED-747) of each Contractor and Subcontractor to perform on-site construction work on the Grantee's LPW project;

(2) to establish a mechanism insuring that each Contractor and Subcontractor performing on-site construction work submits payroll data (on Form ED-746) to EDA (with a copy to the Grantee) for each pay period;

(3) to monitor submitted payroll data and to take appropriate action to insure that each Contractor and Subcontractor submits a properly completed payroll reporting form for each pay period; and

(4) to satisfactorily respond to all of EDA's requests for assistance pertaining to data matters.

NOTE: Omit architectural, consulting and engineering firms. See the enclosed June 22, 1977 memorandum (Guidelines for reporting and non-reporting of employees for a pay period on ED-746 Payroll Reporting Form) by Anthony J. Sulvetta for an explanation as to (1) which organizations and firms are to submit Form ED-746 payroll reporting forms and therefore are to be identified on Form ED-747 and (2) which employees are to be reported on Form ED-746.

Importance of LPW Evaluation Representative

The enclosed copy of this letter should immediately be given to the appointed LPW Evaluation Representative. It is essential that the Evaluation Representative completely understands the intent and the uses of Form ED-747 and Form ED-746 (as well as their respective instructions) with which EDA will collect data for the evaluation of the LPW program. These forms are discussed below:

(1) Form ED-747 -- Identification of LPW Evaluation Representative, Contractors and Subcontractors. This form is used:

(a) to identify the Grantee-appointed LPW Evaluation Representative; and

(b) to identify each Contractor and Subcontractor to perform on-site construction work. The Evaluation Representative should immediately identify these Contractors and Subcontractors as they become known.

(2) Form ED-746 -- Local Public Works Payroll Reporting Form. Every Contractor and Subcontractor performing on-site construction work on your LPW project must submit an ED-746 payroll form by mail to EDA (with a copy to the Grantee) for each of its pay periods until completion of its work on the project. The Evaluation Representative is responsible for the submission of correctly completed payroll forms by each Contractor and Subcontractor. The Evaluation Representative will also distribute blank forms and provide guidance, as required, to assure proper completion and submission of forms. An initial supply of these forms are enclosed. Contractors and Subcontractors are to be informed that additional ED-746 Payroll Reporting Forms may be obtained either from the Evaluation Representative or from EDA through direct request to the address printed on the form.

Need to comply with program evaluation requirements

The Economic Development Administration recognizes the additional effort required of organizations and firms in reporting LPW evaluation data. However, it is EDA's belief that the benefits to be derived from this comprehensive analysis will be well worth the additional effort. Please be aware that your acceptance of the Grant Offer commits you to submitting the requested information. (Refer to Section D, item 30, of the Standard Terms and Conditions, Exhibit "B-LPW.")

Obtaining answers to questions about LPW program evaluation

Should the appointed LPW Evaluation Representative, or anyone else, have questions concerning the completion and submission of forms, ED-747 and ED-746, please call EDA's Information Systems and Services Division (telephone number (202) 377-4781, collect) and ask for the "LPW Evaluation Desk." Questions relating to the purpose of the evaluation, types of analysis to be performed, etc., should be directed to Robert Wilson of EDA's Program Analysis Division (telephone number (202) 377-4720, collect).

Thank you for your valuable assistance in the important evaluation of the LPW program.

Sincerely,

Robert T. Hall
Assistant Secretary
for Economic Development

J#8626

December 12, 1977

Mr. C. Mark Smith
Western Regional Director
Economic Development Administration
Suite 500, Lake Union Building
1700 West Lake Avenue, North
Seattle, Washington 98109

Dear Mr. Smith:

SUBJECT: Special Conditions No. 2 & 3
Project No. 07-51-27019
Willamette River Overflow Bridge (B-1)

Enclosed is a copy of a letter received December 8, 1977 from your Civil Rights Division. They have approved of our commitment to: 1) increase our female workforce, and 2) implement an upward mobility program for females.

This satisfies special conditions No. 2 & 3 for Project No. 07-51-27019.

Very truly yours,

ORIGINAL SIGNED BY
D. H. MOEHRING
D. H. Moehring, Manager
Office of Project Management

NOTED
RICHARD UNREIN

RU:dmc
Encl.
bc : H. S. Coulter
E. S. Hunter
C. T. Keasey
J. H. Versteeg
John Sheldrake, Region 2

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
DEC 12 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Warren

File

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109

Re: EDA Project Number: all 7 applicants projects

Dear Mr. Burco,

Thank you for the information you sent in response to the EDA-LPW special condition regarding Civil Rights. Based on this information, we have determined that you have complied with this special condition.

If you have any questions concerning this special condition, please contact Oscar Morris, Civil Rights Specialist, at 206-442-1412.

Sincerely,

William Gremley

William Gremley
Chief, Civil Rights Division

cc: Marsha Ryan

RECEIVED
DEC 8 1977
OFFICE
DIRECTOR of TRANSPORTATION

8626

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109
(206) 442-7000

November 18, 1977

Mr. D. H. Moehring
Project Management Engineer
Oregon Department of Transportation
207 Transportation Building
Salem, Oregon 97310

Re: EDA Project Number 07-51-27019
Willamette River overflow bridge

Dear Mr. Moehring:

This is to inform you that we have received information about your special condition regarding review by the Department of Fish and Wildlife. Based on this information, we have determinded that you have complied with this special conditon.

If you have any other questions regarding this special condition or other environmental special conditions attached to your grant offer, please contact Michael Jonas, Environmental Protection Specialist, at (206) 442-7000.

Sincerely,

Donald L. Gould

Donald L. Gould
LPW Division

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
NOV 25 1977

File: PM FA
TAA _____ LG OP

NOTED
RICHARD UNREIN

8626

9

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

November 3, 1977

Mr. C. Mark Smith
Western Regional Director
Economic Development Administration
Suite 500, Lake Union Building
1700 West Lake Avenue, North
Seattle, WA 98109

Dear Mr. Smith:

SUBJECT: Special Condition No. 1
Project No. 07-51-27019
Willamette River Overflow Bridges (B-1)

Enclosed is a letter dated November 1, 1977 from the Department of Fish and Wildlife. They have reviewed our plans and specifications for the subject project and do not anticipate any significant impacts to fish and wildlife.

This letter satisfies Special Condition No. 1 for Project No. 07-51-07-51-27019.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

for D. H. Moehring, Manager
Office Of Project Management

RU:ljt
Encl.

bc: H. S. Coulter
E. S. Hunter
C. T. Keasey
J. H. Versteeg
John Sheldrake, Region 2

RECEIVED
STATE HWY ENGR
NOV 3'77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H.S. COULTER

ROBERT W. STRAUB
GOVERNOR

Department of Fish and Wildlife
OFFICE OF THE DIRECTOR
506 S.W. MILL STREET, PORTLAND, OREGON 97208

November 1, 1977

Mr. J. H. Versteeg
Department of Transportation
Oregon State Highway Division
223 Transportation Building
Salem, Oregon 97310

WILLAMETTE RIVER OVERFLOW (M.P. 30.1)
BRIDGE SECTION
ALBANY-JUNCTION CITY HIGHWAY

Dear Sir:

The Department of Fish and Wildlife has reviewed plans and specifications for the above-mentioned project. We believe this project will have minimal impacts on fish and wildlife.

If we can be of further assistance, please call.

Sincerely,

Jim Lauman

JIM LAUMAN
STAFF BIOLOGIST
ENVIRONMENTAL MANAGEMENT SECTION

JL:ek

8626

10-28-77

8

Form ED-503
(10-75)

U. S. DEPARTMENT OF COMMERCE
ECONOMIC DEVELOPMENT ADMINISTRATION

OMB Approval Not Required

Name of Project Willamette River Overflow Bridge
City and State Oregon Department of Transportation
Project No. 07-51-27019

ASSURANCES OF COMPLIANCE WITH THE DEPARTMENT OF COMMERCE AND THE ECONOMIC DEVELOPMENT ADMINISTRATION REGULATIONS UNDER TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AND PUBLIC LAW 92-65

This form applies to: A. all Recipients receiving Federal financial assistance from the Economic Development Administration including: 1. applicants; 2. recipients of Federal financial assistance received from another recipient; 3. subgrantees; 4. leasees of or operators for a recipient; 5. successors, assignees or transferees, but not ultimate beneficiaries; and B. Other Parties to include any governmental, public or private agency, institution, organization or other entity, or any individual who has a direct or substantial participation in the program or project receiving Federal financial assistance from EDA, such as contractors, subcontractors, providers of employment, or users of the facilities or services.

Oregon Department of Transportation, Highway Division
Name of Recipient or Other Party

(hereinafter called the "Recipient or Other Party") assures that as a Recipient or Other Party receiving Federal financial assistance from the Economic Development Administration, it will comply with Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d), the requirements imposed by or pursuant to Regulations, issued for the Department of Commerce and designated as 15 CFR Subtitle A Part 8, and any amendments thereto.

The Recipient or Other Party further agrees to comply with the provisions of Section 112 of Public Law 92-65 (42 USC 3123), the requirements imposed by or pursuant to the Regulations of the Economic Development Administration promulgated in 13 CFR Part 311 and any amendments thereto. In addition, Recipient agrees to secure the compliance or to cooperate actively with EDA to secure the compliance by others with the acts and the regulations.

Such requirements hold that no person in the United States shall on the ground of race, color, national origin, or sex be excluded from participation in, be denied the benefits of or be otherwise subjected to discrimination under any program or activity for which Federal financial assistance has been extended.

In accord with these assurances and without limiting the above, the Recipient or Other Party agrees that these assurances shall be binding upon them, their grantees, assignees, transferees, leasees, and successors in interest. These assurances shall also be binding through every modification or amendment to this project.

The Recipient or Other Party acknowledges that it has received and read the Department and EDA regulations, and that it is aware that if there appears to be a failure or threatened failure to comply with this part, and if the noncompliance or threatened noncompliance cannot be corrected by informal means, compliance with this part may be effected by the suspension or termination of or refusal to grant or to continue Federal financial assistance or by any other means authorized by law.

Total number of present employees approximately 2,950.
This assurance is made and accepted this 28th day of October, 19 77, for Oregon Dept. of Transportation, Highway Division
Recipient or Other Party

By C. T. Keasey (Type Name) — 129 Transportation Bldg., Salem, OR 97310 (Address)

Acting State Highway Engineer (Title) — (503) 378-6891 (Telephone Number)

C. T. Keasey
(Signature)

I, F. B. Klaboe, as Secretary of ____,

Inc., a corporation organized and existing by virtue of the laws of the

State of ____; or as Chief of Operations
Authorized State Official

Department of Transportation
of the State of Oregon; or as ____
Authorized Official

of the county or municipality of ____ in the State of ____,

do hereby certify that the foregoing officer who executed this assurance has full authority to bind the Recipient or Other Party. In witness whereof I set my hand ~~and affix the corporate seal~~ this 28th day of October, 19 77.

____
(Secretary or other Official)

FORM EC-903 (3-75)

USCOMM-DC 18347-'73

.8626

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

October 17, 1977

Mr. C. Mark Smith, Regional Director
Economic Development Administration
Suite 500, Lake Union Building
1700 West Lake Avenue, North
Seattle, WA 98109

Dear Mr. Smith:

SUBJECT: Project No. 07-51-27019
Willamette River Overflow Bridge (B-1)
Albany-Junction City Highway

Attached is our latest cost estimate for the subject project. We have reviewed the estimate and consider the costs to be reasonable.

We have obtained all the necessary Federal, State and local approvals necessary to contract the subject project. Copies of the following approvals are attached:

Letter of February 4, 1977, Div. of State Lands

We plan to advertise for bidders on October 20, 1977 and open bid proposals on November 10, 1977.

Very truly yours,
ORIGINAL SIGNED BY
D. E. SWAN

D. H. Moehring
Project Management Engineer

NOTED
H. S. COULTER

RU:ljt
Att.

bc: H. S. Coulter
E. S. Hunter
J. H. Versteeg
C. T. Keasey
J. Sheldrake, Region 2

RECEIVED
STATE HWY ENGR
OCT 17 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Section Willamette River Overflow (MP 30.1) Bridge Programming Estimate $ 301,000 Bm

Highway Albany - Junction City Project Length 0.11 mile

County Lane Completion Time 225 calendar days

Kind of Work Grading, Paving & Structure Late May 78

Prefix 20-1997 FA Project No. 07-51-27019

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 259,446.00
Anticipated Additional Items:		
Royalty Payment	—	
Building Permit Fees	—	
Slide Correction	—	
Railroad Protective Costs	—	
Other Railroad Costs	—	
Permanent Signing	—	
Permanent Pavement Striping	200.00	
Temporary Pavement Striping	—	
Remove Pavement Striping (Exist. & Temp.)	200.00	
Temporary Erosion Control	2,500.00	
State Furnished _____	—	
Install Water Meter	—	$ 6,425.00
Furnish Water	—	
Laboratory Fees	—	
On the Job Trainees	—	
State Responsibility for Damages	—	
Signal Controller Testing	—	
Bikeway Signs	—	
Furnish Mail Box Posts	—	
Adjust Utilities	—	
Pacific Power & Light	2,000.00	
_____		
Roadside Seeding & Mulching (S.F.)	275.00	
~~Misc. Permit Fees~~ EDA Construction Sign	1000.00	
Install Delineators (SF)	250.00	
		$ 265,871.00
Contingencies (4-1/2%)		11,964.20
Engineering (9 %)		23,928.39
	SUBTOTAL	$
Credit for _____		
Estimated Net Authorization, Construction		$ 301,763.59

APPROVED

J H Cressley

Road Design Engineer

Rev ~~28~~ 30 Sep 77

NOTED

D. O. Christensen

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of _____
Date _____

Section Willamette River Overflow (M.P. 30.1) Bridge County Lane

Kind Of Work Grading, Paving & Structure Length 0.11 mi. Name Butler

8-5-99

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (8%)		Lump Sum	All	Lump Sum	18,500.00
	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	3,000.00
	Temporary Signs		Sq. Ft.	230	6.00	1,380.00
	Temporary Continuous Rail Traffic Barriers, Reflectorized		Lin. Ft.	600	11.00	6,600.00
	Temporary Reflective Pavement Markers		Each	70	4.25	297.50
	Flagmen		Hour	100	17.50	1,750.00
	ROADWORK					
	Clearing and Grubbing		Lump Sum	All	Lump Sum	750.00
	Removal of Structures and Obstructions		Lump Sum	All	Lump Sum	1,000.00
	Embankment in Place		Cu. Yd.	2,770	~~5.00~~ ~~2.50~~ 5.00	13,850.00
	Toe Trench Excavation		Cu. Yd.	120	6.50	780.00
	Detour Removal Excavation		Cu. Yd.	3,170	~~2.75~~ ~~2.20~~ 2.75	8,717.50
	Fiber Filter		Sq. Ft.	15,000	0.20	3,000.00
	Finishing Roadbed and Slopes		Lump Sum	All	Lump Sum	3,000.00
	Furnishing and Placing Topsoil		Cu. Yd.	720	5.00	3,600.00
	Watering		M-Gal	40	8.00	320.00

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of _____

Date _____

Section Willamette River Overflow (MP30.1) Bridge County Lane

Kind Of Work _____ Length _____ Name _____

No	Item	Code	Unit	Quant.	Unit Cost	Total
	1"-0 Aggregate Base		Ton	990	5 50/~~4 35~~	5,445 00
	Class "B" or Class "C" Asphalt Concrete		Ton	1,580	20 00	31,600 00
	Temporary Drainage Structure		Lump Sum	All	Lump Sum	2300 00
	Guard Rail, Type 2A		Lin. Ft.	250	10 00	2,500 00
	Guard Rail, Type 3		Lin. Ft.	100	20 00	2,000 00
	Guard Rail Anchors, Type I		Each	4	275 00	1,100 00
	Rail End Pieces, Type C		Each	4	130 00	520 00
	Loose Riprap, Class 100		Cu. Yd.	360	20 00	7,200 00
	Total					

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of _____

Date _____

Section Willamette River Overflow (MP 30.1) Bridge County Lane

Kind Of Work Grading, Paving & Structure Length _____ Name Butler

No	Item	Code	Unit	Quant.	Unit Cost	Total
	STRUCTURE					
	Bridge Removal Work (6019 S.F. @ $4)		Lump Sum	All	Lump Sum	24,076.00
	Structure Excavation		Cu. Yd.	55	10.00	550.00
	Furnish Pile Driving Equipment		Lump Sum	All	Lump Sum	5,000.00
	Furnish Prestressed Concrete Piling		Lin. Ft.	756	9.00	6,804.00
	Furnish 16-inch Prestressed Concrete Piling		Lin. Ft.	576	9.00	5,184.00
	Drive Prestressed Concrete Piles (43 @ $150, 37 @ 170)		Lin. Ft.	1,140	2.00	2,280.00
	Structural Concrete, Class 3300		Lump Sum	All	Lump Sum	12,740.00
	4'X55'/60' Prestressed Slabs		Each	26	2480.00	64,480.00
	Reinforcement (10,600 @ .26)		Lump Sum	All	Lump Sum	2,756.00
	Reinforced Concrete Bridge End Panels		Sq. Yd.	239	38.00	9,082.00
	Asphalt-Rubber Chip Seal		Sq. Yd.	607	12.00	7,284.00
						(140,236)
	Total					259,446.00

Section Willamette River Overflow (MP 30.1) Bridge Programming Estimate $ 301,000

Highway Albany - Junction City Project Length 0.11 mile

County Lane Completion Time 225 calendar days

Kind of Work Grading, Paving & Structure Late May 78

Prefix 20-1997 FA Project No. EDA

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 259,446.00
Anticipated Additional Items:		
Royalty Payment	—	
Building Permit Fees	—	
Slide Correction	—	
Railroad Protective Costs	—	
Other Railroad Costs	—	
Permanent Signing	—	
Permanent Pavement Striping	200.00	
Temporary Pavement Striping	—	
Remove Pavement Striping (Exist. & Temp.)	200.00	
Temporary Erosion Control	2,500.00	
State Furnished _____	—	
Install Water Meter	—	$ 5,425.00
Furnish Water	—	
Laboratory Fees	—	
On the Job Trainees	—	
State Responsibility for Damages	—	
Signal Controller Testing	—	
Bikeway Signs	—	
Furnish Mail Box Posts	—	
Adjust Utilities _____	—	
Pacific Power & Light	2,000.00	
_____		
Roadside Seeding & Mulching (S.F.)	275.00	
~~Misc. Permit Fees~~ _____		
Install Delineators (SE)	250.00	
		$ 264,871.00
Contingencies (4-1/2%)		11,919.20
Engineering (9 %)		23,838.39
	SUBTOTAL	$
Credit for _____		
Estimated Net Authorization, Construction		$ 300,628.59

APPROVED

J H Custon

Road Design Engineer

Rev 28 Sep 77

NOTED
RICHARD UNREIN

NOTED
D. O. Christensen

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of _____
Date _____

Section Willamette River Overflow (M.P. 30.1) Bridge County Lane

Kind Of Work Grading, Paving & Structure Length 0.11 mi. Name Butler

8-5-998

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (8%)		Lump Sum	All	Lump Sum	18,500.00
	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	3000.00
	Temporary Signs		Sq. Ft.	230	6.00	1,380.00
	Temporary Continuous Rail Traffic Barriers, Reflectorized		Lin. Ft.	600	11.00	6,600.00
	Temporary Reflective Pavement Markers		Each	70	4.25	297.50
	Flagmen		Hour	100	17.50	1,750.00
	ROADWORK					
	Clearing and Grubbing		Lump Sum	All	Lump Sum	750.00
	Removal of Structures and Obstructions		Lump Sum	All	Lump Sum	1,000.00
	Embankment in Place		Cu. Yd.	2,770	~~5.00~~ 2.50	13,850.00
	Toe Trench Excavation		Cu. Yd.	120	6.50	780.00
	Detour Removal Excavation		Cu. Yd.	3,170	~~2.75~~ 2.20	8,717.50
	Fiber Filter		Sq. Ft.	15,000	0.20	3,000.00
	Finishing Roadbed and Slopes		Lump Sum	All	Lump Sum	3,000.00
	Furnishing and Placing Topsoil		Cu. Yd.	720	5.00	3,600.00
	Watering		M-Gal	40	8.00	320.00

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of _____

Date _____

Section Willamette River Overflow (MP30.1) Bridge County Lane

Kind Of Work _____ Length _____ Name _____

No	Item	Code	Unit	Quant.	Unit Cost	Total
	1"-0 Aggregate Base		Ton	990	5 50/~~4 35~~	5,445 00
	Class "B" or Class "C" Asphalt Concrete		Ton	1,580	20 00	31,600 00
	Temporary Drainage Structure		Lump Sum	All	Lump Sum	2300 00
	Guard Rail, Type 2A		Lin. Ft.	250	10 00	2,500 00
	Guard Rail, Type 3		Lin. Ft.	100	20 00	2,000 00
	Guard Rail Anchors, Type I		Each	4	275 00	1,100 00
	Rail End Pieces, Type C		Each	4	130 00	520 00
	Loose Riprap, Class 100		Cu. Yd.	360	20 00	7,200 00
	Total					

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of _____
Date _____

Section Willamette River Overflow (MP 30.1) Bridge County Lane
Kind Of Work Grading, Paving & Structure Length _____ Name Butler

No	Item	Code	Unit	Quant.	Unit Cost	Total
	STRUCTURE					
	Bridge Removal Work (6019 S.F. @ $4)		Lump Sum	All	Lump Sum	24,076.00
	Structure Excavation		Cu. Yd.	55	10.00	550.00
	Furnish Pile Driving Equipment		Lump Sum	All	Lump Sum	5,000.00
	Furnish Prestressed Concrete Piling		Lin. Ft.	756	9.00	6,804.00
	Furnish 16-Inch Prestressed Concrete Piling		Lin. Ft.	576	9.00	5,184.00
	Drive Prestressed Concrete Piles (43 @ $150, 37 @ 170)		Lin. Ft.	1,140	2.00	2,280.00
	Structural Concrete, Class 3300		Lump Sum	All	Lump Sum	12,740.00
	4'X55'/60' Prestressed Slabs		Each	26	2480.00	64,480.00
	Reinforcement (10,600 @ .26)		Lump Sum	All	Lump Sum	2,756.00
	Reinforced Concrete Bridge End Panels		Sq. Yd.	239	38.00	9,082.00
	Asphalt-Rubber Chip Seal		Sq. Yd.	607	12.00	7,284.00
						(140,236)
	Total					259,446.00

Rev ODOT 8-1

Section Willamette River Overflow (MP 30.1) Bridge Programming Estimate $ 289,000

Highway Albany - Junction City Project Length 0.11 mile

County Lane Completion Time 225 calendar days

Kind of Work Grading, Paving & Structure Late May 78

Prefix 20-1997 FA Project No. EDA

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 249,639.00
Anticipated Additional Items:		
Royalty Payment	<	
Building Permit Fees	<	
Slide Correction	<	
Railroad Protective Costs	<	
Other Railroad Costs	<	
Permanent Signing	<	
Permanent Pavement Striping	200.00	
Temporary Pavement Striping	<	
Remove Pavement Striping (Exist. & Temp.)	200.00	
Temporary Erosion Control	2,500.00	
State Furnished	<	
Install Water Meter	<	$ 5,150.00
Furnish Water	<	
Laboratory Fees	<	
On the Job Trainees	<	
State Responsibility for Damages	<	
Signal Controller Testing	<	
Bikeway Signs	<	
Furnish Mail Box Posts	<	
Adjust Utilities	<	
Pacific Power & Light	2,000.00	
~~Misc. Permit Fees~~		
Install Delineators (SF)	250.00	
		$ 254,789.00
Contingencies (4-1/2%)		11,465.51
Engineering (9 %)		22,931.01
SUBTOTAL		$
Credit for		
Estimated Net Authorization, Construction		$289,185.52

APPROVED

Road Design Engineer

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of _____
Date _____

Section Willamette River Overflow (M.P. 30.1) Bridge County Lane

Kind Of Work Grading, Paving & Structure Length 0.11 mi. Name Butler

8-5-44 8

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (8%)		Lump Sum	All	Lump Sum	18,500.00
	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	3000.00
	Temporary Signs		Sq. Ft.	230	6.00	1,380.00
	Temporary Continuous Rail Traffic Barriers, Reflectorized		Lin. Ft.	600	11.00	6,600.00
	Temporary Reflective Pavement Markers		Each	70	4.25	297.50
	Flagmen		Hour	100	17.50	1,750.00
	ROADWORK					
	Clearing and Grubbing		Lump Sum	All	Lump Sum	750.00
	Removal of Structures and Obstructions		Lump Sum	All	Lump Sum	1,000.00
	Embankment in Place		Cu. Yd.	2,770	2.50	6,925.00
	Toe Trench Excavation		Cu. Yd.	120	6.50	780.00
	Detour Removal Excavation		Cu. Yd.	3,170	2.20	6,974.00
	Fiber Filter		Sq. Ft.	15,000	0.20	3,000.00
	Finishing Roadbed and Slopes		Lump Sum	All	Lump Sum	3,000.00
	Furnishing and Placing Topsoil		Cu. Yd.	720	5.00	3,600.00
	Watering		M-Gal	40	8.00	320.00

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of _____
Date _____

Section Willamette River Overflow (MP30.1) Bridge County Lane

Kind Of Work _____ Length _____ Name _____

No	Item	Code	Unit	Quant.	Unit Cost	Total
	1"-0 Aggregate Base		Ton	990	4.35	4,306.50
	Class "B" or Class "C" Asphalt Concrete		Ton	1,580	20.00	31,600.00
	Temporary Drainage Structure		Lump Sum	All	Lump Sum	2300.00
	Guard Rail, Type 2A		Lin. Ft.	250	10.00	2,500.00
	Guard Rail, Type 3		Lin. Ft.	100	20.00	2,000.00
	Guard Rail Anchors, Type 1		Each	4	275.00	1,100.00
	Rail End Pieces, Type C		Each	4	130.00	520.00
	Loose Riprap, Class 100		Cu. Yd.	360	20.00	7,200.00
						(49,403.50)
	Total					

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of _____
Date _____

Section Willamette River Overflow (MP 30.1) Bridge County Lane
Kind Of Work Grading, Paving & Structure Length _____ Name Butler

No	Item	Code	Unit	Quant.	Unit Cost	Total
	STRUCTURE					
	Bridge Removal Work (6019 S.F. @ $4)		Lump Sum	All	Lump Sum	24,076 ⁰⁰
	Structure Excavation		Cu. Yd.	55	10 ⁰⁰	550 ⁰⁰
	Furnish Pile Driving Equipment		Lump Sum	All	Lump Sum	5,000 ⁰⁰
	Furnish Prestressed Concrete Piling		Lin. Ft.	756	9 ⁰⁰	6,804 ⁰⁰
	Furnish 16-inch Prestressed Concrete Piling		Lin. Ft.	576	9 ⁰⁰	5,184 ⁰⁰
	Drive Prestressed Concrete Piles (43 @ $150, 37 @ 170)		Lin. Ft.	1,140	2 ⁰⁰	2,280 ⁰⁰
	Structural Concrete, Class 3300		Lump Sum	All	Lump Sum	12,740 ⁰⁰
	4'X55'/60' Prestressed Slabs		Each	26	2480 ⁰⁰	64,480 ⁰⁰
	Reinforcement (10,600 @ .26)		Lump Sum	All	Lump Sum	2,756 ⁰⁰
	Reinforced Concrete Bridge End Panels		Sq. Yd.	239	38 ⁰⁰	9,082 ⁰⁰
	Asphalt-Rubber Chip Seal		Sq. Yd.	607	12 ⁰⁰	7,284 ⁰⁰
						(140,236)
	Total					249,639 ⁰⁰

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of _____
Date _____

Section Willamette River Overflow (M.P. 30.1) Bridge County Lane

Kind Of Work Grading, Paving & Structure Length 0.11 mi. Name Butler

8-5-77-8

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (8%)		Lump Sum	All	Lump Sum	18,500.00
	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	3000.00
	Temporary Signs		Sq. Ft.	230	6.00	1,380.00
	Temporary Continuous Rail Traffic Barriers, Reflectorized		Lin. Ft.	600	11.00	6,600.00
	Temporary Reflective Pavement Markers		Each	70	4.25	297.50
	Flagmen		Hour	100	17.50	1,750.00
	ROADWORK					
	Clearing and Grubbing		Lump Sum	All	Lump Sum	750.00
	Removal of Structures and Obstructions		Lump Sum	All	Lump Sum	1,000.00
	Embankment in Place		Cu. Yd.	2,770	2.50	6,925.00
	Toe Trench Excavation		Cu. Yd.	120	6.50	780.00
	Detour Removal Excavation		Cu. Yd.	3,170	2.20	6,974.00
	Fiber Filter		Sq. Ft.	15,000	0.20	3,000.00
	Finishing Roadbed and Slopes		Lump Sum	All	Lump Sum	3,000.00
	Furnishing and Placing Topsoil		Cu. Yd.	720	5.00	3,600.00
	Watering		M-Gal	40	8.00	320.00

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of _____

Date _____

Section Willamette River Overflow (MP30.1) Bridge County Lane

Kind Of Work _____ Length _____ Name _____

No	Item	Code	Unit	Quant.	Unit Cost	Total
	1"-0 Aggregate Base		Ton	990	4.35	4,306.50
	Class "B" or Class "C" Asphalt Concrete		Ton	1,580	20.00	31,600.00
	Temporary Drainage Structure		Lump Sum	All	Lump Sum	2300.00
	Guard Rail, Type 2A		Lin. Ft.	250	10.00	2,500.00
	Guard Rail, Type 3		Lin. Ft.	100	20.00	2,000.00
	Guard Rail Anchors, Type 1		Each	4	275.00	1,100.00
	Rail End Pieces, Type C		Each	4	130.00	520.00
	Loose Riprap, Class 100		Cu. Yd.	360	20.00	7,200.00
						(49,103.50)
	Total					

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of _____
Date _____

Section Willamette River Overflow (MP 30.1) Bridge County Lane
Kind Of Work Grading, Paving & Structure Length _____ Name Butler

No	Item	Code	Unit	Quant.	Unit Cost	Total
	STRUCTURE					
	Bridge Removal Work (6019 S.F. @ $4)		Lump Sum	All	Lump Sum	24,076 00
	Structure Excavation		Cu. Yd.	55	10 00	550 00
	Furnish Pile Driving Equipment		Lump Sum	All	Lump Sum	5,000 00
	Furnish Prestressed Concrete Piling		Lin. Ft.	756	9 00	6,804 00
	Furnish 16-inch Prestressed Concrete Piling		Lin. Ft.	576	9 00	5,184 00
	Drive Prestressed Concrete Piles (43 @ $150, 37 @ 170)		Lin. Ft.	1,140	2 00	2,280 00
	Structural Concrete, Class 3300		Lump Sum	All	Lump Sum	12,740 00
	4'X55'/60' Prestressed Slabs		Each	26	2480 00	64,480 00
	Reinforcement (10,600 @ .26)		Lump Sum	All	Lump Sum	2,756 00
	Reinforced Concrete Bridge End Panels		Sq. Yd.	239	38 00	9,082 00
	Asphalt-Rubber Chip Seal		Sq. Yd.	607	12 00	7,284 00
						(140,236)
	Total					249,639 00

8626

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 14, 1977

Department of Fish and Wildlife
506 SW Mill Street
Portland, Oregon 97402

Attention: Jim Lauman

Dear Mr. Lauman:

Re: Willamette River Overflow (M.P. 30.1)
Bridge Section
Albany-Junction City Highway
Lane County

We have been successful in obtaining a grant from the Economic Development Administration for the construction of this project. One of the Special Conditions along with the grant is that we provide evidence "that the Oregon Department of Fish and Wildlife has reviewed the project plans and is satisfied that their recommendations have been considered into the final project plans". A letter to the Division of State Lands in January of this year (copy attached) revealed that a removal/fill permit was not needed. The structure is over an overflow channel that only contains water during flood time.

The enclosed plans and specifications are for your review, comments and/or approval to satisfy the EDA requirement. If you have any questions, please call. Your early reply would be appreciated.

Very truly yours,

J. H. Versteeg
Head of Engineering
By:

Donald L. Trout
Office Engineer

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☐ FAE ☒ OPE ☐
OCT 14 1977

File: PM FA
TAA LG OP

DLT:jh
bc: Richard Unrein

RICHARD

Form 81-734-3122

#8626

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

October 7, 1977

Misc. Contracts and
AGREEMENTS No. 6393

Mr. C. Mark Smith
Western Regional Director
Economic Development Administration
Suite 500
1700 Westlake, Avenue North
Seattle, WA 98109

Dear Mr. Smith:

SUBJECT: Project No. 07-51-27019
Willamette River Overflow Bridge Section
Albany-Junction City Highway

Enclosed is a fully executed copy of our affirmation of the Grant for EDA LPW Project 07-51-27019.

We have a current letter of credit (Number 13-20-7199) under Round I.

Mr. C. T. Keasey, Construction Engineer, 504 Executive House, 325 13th Street N.E., Salem, Oregon 97310, telephone number (503)378-6318, has been designated as our Project Coordinator for Project No. 07-51-27019.

Very truly yours,

ORIGINAL SIGNED BY
D. H. MOEHRING

D. H. Moehring
Project Management Engineer

Enclosure

bc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
V. E. Skoog
C. T. Keasey
C. W. Head
J. Sheldrake, Region 2
J. H. Versteeg

RU:dpy

12-9-77
noted in
agree. book
for

NOTED
C. W. HEAD

8626

STATE OF OREGON

INTEROFFICE MEMO

TO: FILES

DATE: October 5, 1977

FROM: Richard Unrein
Special Programs Coordinator

SUBJECT: Willamette River Overflow Bridge (B-1)
EDA Project No. 07-51-27019

Approval and Award of Grant:	September 29, 1977
Receipt of Grant Award:	October 3, 1977
Affirmation of Grant Utilization by:	October 28, 1977
On-Site Labor Must Begin by:	January 2, 1978
Grant Amount:	$350,000

SPECIAL CONDITIONS

1. Provide evidence Oregon Fish & Wildlife has approved of final plans and specifications prior to start of construction.

2. Provide written commitment for upward-mobility program for ODOT females prior to start of construction.

3. Provide writen commitment to increase ODOT female work force prior to start of construction.

STANDARD TERMS AND CONDITIONS
(Highlights)

1. 10% MBE requirement in all contracts.

   (a) Must submit MBE report before any letter of credit will be issued.

   (b) A Second MBE report must be submitted at 40% completion to receive second letter of credit.

2. Prior to solicitation of bids furnish evidence to EDA that

   (a) Project costs are reasonable.

   (b) All approvals have been obtained to complete project.

RU:dpy

cc: E. S. Hunter
C. T. Keasey
Walter Hart
V. E. Skoog
J. H. Versteeg
J. Sheldrake, Region 2

61-125.1387

8626

B-1

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109

(206) 442-5868

August 15, 1977

Locator No.: OR-5036-0

Mr. D. H. Moehring
Oregon Dept. of Transportation
207 Transportation Bldg.
Salem, Oregon 97310

Dear Mr. Moehring:

This is to acknowledge that on August 5, 1977 the Economic Development Administration received your application for a grant of $350,000.00 for construction of Willamette River Overflow Bridge replacement in Lane County, Oregon.

EDA has begun to process your application. The Project locator number assigned to your application is No. OR-5036-0 and should be used as a reference in future correspondence.

With warm regards,

C. Mark Smith
Regional Director

NOTED
RICHARD UNREIN

PROJECT MANAGEMENT

PME ☐	CCE ☐	OM ☐
LGE ☐	FAE ☑	OPE ☐

AUG 17 1977

File: PM FA

TAA _____ LG OP

8624

9

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

August 11, 1977

RECEIVED
DOT OPERATIONS
AUG 11 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Mr. C. Mark Smith, Regional Director
Economic Development Administration
Suite 500, Lake Union Building
1700 Westlake Avenue, North
Seattle, WA 98109

Attention Mr. Ken Goddard

Dear Mr. Smith:

Your office telephoned August 10, 1977 and questioned several items on Page 6 of Form ED-101 LPW-S on several of our Round II EDA applications.

Line 4 represents our total construction engineering and inspection costs for performing this work with our engineering forces. We do not make a distinction between construction engineering administration and staking costs and inspection costs in our estimates or project-billing records.

Line 9 is in error and should be zero. The amount shown should be added to line 8b.

The above items pertain to the following Round II applications:

Project	ODOT Number	Cost
Willamette River Overflow Bridge Albany-Junction City Highway	B-1	$350,000
Willamette Overflow Bridge Albany-Junction City Highway	B-2	$320,000
Bear Creek Bridge Coquille-Bandon Highway	B-3	$210,000
North Powder River Bridge Haines-Anthony Highway	B-5	$165,000

Project	ODOT Number	Cost
Meadow Creek Bridge Ukiah-Hilgard Highway	B-7	$250,000
Oak Ranch Creek Bridge Nehalem Highway	B-9	$250,000
Deer Island Wayside Lower Columbia River Highway	B-13	$50,000

If you have any further questions, please write or call at (503) 378-6563.

Very truly yours,

D. H. M...

D. H. Moehring
Project Management Engineer

bc: F. B. Klaboe
E. S. Hunter

RU:dpy

8626

B-1

ROBERT W. STRAUB
GOVERNOR

Executive Department

INTERGOVERNMENTAL RELATIONS DIVISION

ROOM 306, STATE LIBRARY BLDG., SALEM, OREGON 97310

July 11, 1977

NOTED
D. H. MOEHRING

Mr. D. H. Moehring
Highway Division
207 Transportation Bldg.
Salem, Oregon 97310

Dear Mr. Moehring:

Re: Willamette River Overflow Br.
PNRS 7706 2 1080

The State Clearinghouse has received additional comments on your project from Department of Environmental Qaulity subsequent to issuance of its original sign-off letter of July 6, 1977. The state agency comments are attached.

A copy of this letter and enclosure should be forwarded to the federal funding agency as required by OMB A-95.

Sincerely,

Donald L. Jones
Administrator

DLJ:kg

Enclosure

BEN GIFFORD

PROJECT MANAGEMENT						
JUL 13 '77						
REFER TO: swan						
FOR						
Info	Investigate	R/D	Action	File	Letter	See me

AN EQUAL OPPORTUNITY EMPLOYER

Pull Thru File

B-1

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

Administrative Services Division
Dept. of Environmental Quality
RECEIVED
JUN 27 1977

JUL - 6 1977

PNRS STATE REVIEW

Project #: 7706 2 1080 Due Date: JUL 1 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(✓) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Please send appropriate environmental impact report for DEQ review when available.

Agency DEQ By Anthony J. George Jr.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Oregon State Highway Division

PROJECT TITLE: Willamette River Overflow Bridge

DATE: July 6, 1977

The state has reviewed your project and reached the following conclusions:

[XX] No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

[XX] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7706 2 1080

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

B-1

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

INTERGOVERNMENTAL
JUN 29 1977

RECEIVED
JUN 27 1977
DIVISION OF STATE LANDS

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW JUL 1 1977

Project #: 7706 2 1080 Due Date: _____

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

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( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

[illegible] for project improvement. (Attach if necessary)

If the project would require the removal or fill of 50 cubic yards or more of material below the bank of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, Oregon 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By M. E Stone

B-1

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

INTERGOVERNMENTAL RELATIONS DIV. JUL - 1 1977

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW
7706 2 1080

Project #: _____ Due Date: JUL 1 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

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( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Please coordinate this project with our district fishery biologist, Chris Christianson, at Eugene. His office phone number is 726-3515.

Agency Fish + Wildlife By William E. Petrey
ENVIRONMENTAL MANAGEMENT SECTION 6/29/77

B-1

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

JUL - 5 1977

PNRS STATE REVIEW

Project #: 7706 2 1080 Due Date: JUL 1 1977

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( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Willamette River Overflow Bridge - Albany - Junction City Highway near Harrisburg

Lane County

Highway Division contacts inform us that the Willamette River Overflow structure near Harrisburg is a timber stringer bridge constructed in 1922. Examples of the type are comparatively plentiful in the state at this time.

Cultural resource surveys have been completed and indicate no adverse effect on archeological resources.

Agency SHPO By [signature]

9626

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 7, 1977

Mr. C. Mark Smith
Regional Director
Economic Development Administration
Suite 500 Lake Union Building
1700 Westlake Avenue, North
Seattle, WA 98109

Dear Mr. Smith:

Herewith is an original and two copies each of completed application forms for the following projects for which we request Federal Assistance under Round II of the Local Public Works Capital Development and Investment Act of 1977:

Project	ODOT Number	Cost	Governor's Priority
Willamette River Overflow Bridge Albany-Junction City Highway	B-1	$350,000	7
Willamette Overflow Bridge Albany-Junction City Highway	B-2	$320,000	8
Bear Creek Bridge Coquille-Bandon Highway	B-3	$210,000	11
North Powder River Bridge Haines-Anthony Highway	B-5	$165,000	14
Meadow Creek Bridge Ukiah-Hilgard Highway	B-7	$250,000	16
Oak Ranch Creek Bridge Nehalem Highway	B-9	$250,000	18

These projects are new applications in lieu of pending Round I applications and are on Governor Straub's EDA Priority List.

These projects will directly benefit or provide employment for umemployed persons within the project area. The Oregon Department of Transportation assures you that on-site labor can begin within 90 days of project approval.

RECEIVED
STATE HWY ENGR
JUL 7 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy Bridge
Verified
7.8.77

We hereby certify that a copy of each full application has been submitted to the appropriate A-95 Clearinghouses and State Historic Preservation Officer.

If you have any questions please write or call me at (503) 378-6563.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

for D. H. Moehring
Project Management Engineer

DHM:dmc

bc: F. B. Klaboe
E. S. Hunter
Regions 1, 2, 3 & 5

ODOT B-1

FORM ED-901LPW-S (8-77) (OMB No. 41-R2964; Approval Expires 9/78)

LOCAL PUBLIC WORKS PROGRAM APPLICATION SUPPLEMENT
42 U.S.C. 6706
No Assistance Shall be Approved until a Completed Application has been Received

U.S. DEPARTMENT OF COMMERCE
ECONOMIC DEVELOPMENT ADMINISTRATION

OMB Approval No. 29-R0218

SECTION I - APPLICANT RECIPIENT DATA

FEDERAL ASSISTANCE

1. Type of action (Mark appropriate box)
- ☐ Preapplication
- ☒ Application
- ☐ Notification of intent (Opt.)
- ☐ Report of Federal Action

2. Applicant's application
a. Number: ODOT B-1
b. Date: Yr. 1977 mo. 7 day 1

3. State application identifier (SAI)
a. SAI Number: PNRS 7706-2-1080
b. Date Assigned: Yr. 6 mo. 24 day 1977

Leave Blank: 6-24-77

4. Legal applicant/recipient
a. Applicant name: Oregon Dept.of Transportation
b. Organization Unit: Project Management Branch
c. Street/P.O box: 207 Transportation Bldg.
d. City: Salem
e. County: Marion
f. State: Oregon
g. ZIP Code: 97310
h. Contact person (Name & phone no.): D.H.Moehring (503)378-6563

5. Federal employer identification no.
93-6001765W

6. Program (From Federal Catalog)
a. Number: 11.310
b. Title: Local Public Works Capital Development and Investment Program

7. Title and description of applicant's project

Willamette River Overflow Bridge
Albany-Junction City Highway

Replacement of deficient bridge.

8. Type of applicant/recipient
A-State; B-Interstate; C-Substate Distr.; D-County; E-City; F-School District; G-Special Purpose District; H-Community Action Agency; I-Higher Educational Inst.; J-Indian Tribe; K-Other (Specify)
(Enter appropriate letter) A

9. Type of assistance
A-Basic grant; B-Suppl. grant; C-Loan; D-Insurance; E-Other (Specify):
(Enter appropriate letter(s)) A

10. Area of project impact (Name of cities, counties, states, etc.)
NA

11. Estimated number of persons benefiting
NA

12. Type of application NA
A-New; B-Renewal; C-Revision; D-Continuation; E-Augmentation
(Enter appropriate letter)

13. PROPOSED FUNDING

a. Federal	$ 350,000	.00
b. Applicant		.00
c. State		.00
d. Local		.00
e. Other		.00
f. Total	$ 350,000	.00

14. CONGRESSIONAL DISTRICTS OF:
a. Applicant: OR 2nd
b. Project: OR 4th

15. Type of Change (For 12C or 12E) NA
A-Increase dollars; B-Decrease dollars; C-Increase duration; D-Decrease duration; E-Cancellation; F-Other (Specify)
(Enter appropriate letter(s))

16. Project Start Date: Yr. 1977 mo. 10 day 15

17. Project Duration: Months 7

18. Estimated date to be submitted to Fed. Agency: Yr. mo. day 19 NA

19. Existing Federal identification number: NA

20. Federal Agency to receive request (Name, City, State, ZIP Code)
Economic Development Administration, Seattle, WA 98109

21. Remarks added (See Sec. IV) ☐ Yes ☒ No

SEC. II-CERTIFICATION

22. The Applicant certifies:
a. To the best of my knowledge and belief, data in this preapplication/application are true and correct, the document has been duly authorized by the governing body of the applicant and the applicant will comply with the attached assurances if the assistance is approved.
b. If required by OMB Circular A-95 this application was submitted, pursuant to instructions therein, to appropriate clearinghouses and all responses are attached: (See remarks - Sec. IV if more than 3 clearinghouses)

	No Response	Response Attached
(1)	☐	☐
(2) NA	☐	☐
(3)	☐	☐

23. Certifying representative
a. Typed name and title: D.H. Moehring, Project Management Engineer
b. Signature: D.H. Moehring
c. Date signed: Yr. 1977 mo. 7 day 1

SECTION III - FEDERAL AGENCY ACTION

24. Agency name

25. Application received: Yr. mo. day 19

26. Organizational unit

27. Administrative office

28. Federal application ID: L- - -

29. Address

30. Federal grant ID

31. Action taken
☐ a. Awarded
☐ b. Rejected Denied
☐ c. Returned for Amendment
☐ d. Deferred
☐ e. Withdrawn

32. FUNDING

a. Federal	$	.00
b. Applicant		.00
c. State		.00
d. Local		.00
e. Other		.00
f. Total	$	.00

33. Action date: Year month day 19

34. Starting date: Yr. mo. day 19

35. Contact for additional information (Name and telephone number)

36. Ending date: Yr. mo. day 19

37. Remarks added (See Sec IV) ☐ Yes ☐ No

38. Federal Agency A-95 Action
a. In taking above action, any comments received from clearinghouses were considered. If agency response is due under provisions of Part I, OMB Circular A-95, it has been or is being made.
b. Federal Agency A-95 Official (Name and telephone no.)

ODOT B-

LOCATOR NUMBER L- - -

Part II
Other Required Information and Exhibits

NOTICE: Companion Form EC-101LPW is amended as follows: P.L. 94-369 shall read, "42 USC 6701 et. seq." and Sec. 107, P.L. 94-369 shall read, "42 USC 6706."

1. Project location:

(a) City or other municipality: N/A

(b) County or equivalent: Lane

(c) State: Oregon

2. Purpose of this submission: *(Check one)*

(a) Reconsideration of previous application (per above locator number) [ ] 1

(b) Submission of new application (Form ED-101 LPW is attached) [X] 2

If new application attach as Exhibit S-II-2 Narrative Statement of Reasons

3. Priority assigned to project: Oregon Governor's List [7]

4. Is this Application endorsed by any other applicant(s)?

Please check one Yes [ ] 1 No [X] 9

5. Is the project area a community or neighborhood (pocket of Poverty) within an otherwise ineligible city in accord with Sec. 108(e)?

Please check one Yes [ ] No [X]

If "YES," enter the unemployment rate for the area from Exhibit S-II-5 _____ %

6. Does the operation and utility of this project depend on the completion of any other project(s) not yet fully operational?

Yes [ ] No [X]

If "YES," attach as Exhibit S-II-6 a narrative description of the other project or projects and a report on the status of each.

FOR EDA USE ONLY

	PJP	(a)	
	PFC	(b)	
	PST	(c)	
RPA	AFS	4f	Applicant Address Code
	PCC	4e	
	PCY	4d	
	ZIP	4g	
PPN	SCY		
	SCC		
SBA	SST		
	SP$		
	ISA	3	
	PSA		
	CGA		
PUN	CGP		
	WKT	(7)	
	TYP	(8)	
	PSD	(16)	M M D D Y Y
	PDU	(17)	MOS.
	RII	(25)	M M D D Y Y
	CCC	(IV)	1 = Yes 9 = No
	LP$	(IV)	
	TP$	(IV)	
	ENG	(IV)	
	PRG		
	APP	4a	
	ORG	4b	
	ADR	4c	

ODOT B-1

LOCATOR NUMBER

L - [ ][ ] - [ ][ ][ ][ ][ ] - [ ]

7. Indicate status of project clearance by A-95 Clearinghouse and State Historic Preservation Officer (SHPO): (Check all Appropriate)

☐ a. This project is being submitted to EDA for reconsideration and no significant changes have been made in the size or scope of the project, and

☐ (1) A-95 Clearinghouse comments are attached as Exhibit S-II-7a.

☐ (2) SHPO comments are attached as Exhibit S-II-7b.

☐ (3) A-95 Clearinghouse comments were not received.

☐ (4) SHPO comments were not received.

☐ b. This project is being submitted to EDA for reconsideration and one or more significant changes have been made in the size or scope of the project, and

☐ (1) The project has been re-submitted to the appropriate A-95 Clearinghouse(s) for comments

☐ (2) The project has been re-submitted to SHPO for comments

☒ c. This project is a new or substitute project now being submitted to EDA for the first time, and Form ED-101LPW is attached, and

☒ (1) The project has been submitted to the appropriate A-95 Clearinghouse(s) for comment

☒ (2) The project has been submitted to SHPO for comment

☒ d. A copy of this applicant's individual or joint listing of Submitted and Endorsed Applications has been forwarded to the appropriate A-95 Clearinghouse(s) and SHPO for information.

8. Energy conservation measures associated with the project. Check all of the statements which apply to this project.

☐ a. The project has been designed in conformity to all applicable American Society of Heating, Refrigerating and Air Conditioning Engineers, Inc., and to state standards for the area in which it is located.

☐ b. The project involves redesign and retrofit of an existing facility for increased energy conservation

☐ c. The project makes use of one or more alternative sources of energy (solar, geothermal, etc.)

N/A

USOT B-1[illegible]

LOCATOR NUMBER
L- | | | - | | | | | - |

Part IV.
PROJECT BUDGET INFORMATION

Section A – CALCULATION OF LPW GRANT BUDGET

COST CLASSIFICATION (a)	PREVIOUS ESTIMATE (b) NA	PRESENT ESTIMATE (c)	EDA USE ONLY
1. Administration Expenses	$	$ 0	LAD
2. Architectural/Engineering		0	
3. Other Architectural/Engineering Fees		0	LAE
4. Project Inspection Fees *		35,000	
5. Relocation Expenses		0	LPR
6. Relocation Payments to Individuals and Businesses		0	
7. Demolition and Removal a. Labor		0	LDL
b. Non-labor		0	
8. Construction and Project Improvement a. Labor		88,417	LCL
b. Non-labor		130,333	
9. Equipment		72,917	LPE
10. TOTAL *(Lines 1 thru 9)*	$	$ 326,667	
11. Add: Contingencies		23,333	LPC
12. TOTAL LPW Project Amount (eligible costs only)	$	$ 350,000	
13. Federal Share Requested of Line 12 (LPW)		350,000	LP$
14. Other Shares (State, Local, Federal) a. State		0	
b. Other Local/Federal *(Identify under "Remarks" below)*		0	
15. TOTAL Project *(Lines 13 + 14a and b)* *Includes ineligible costs if any*	$	$ 350,000	TP$

Section B – REMARKS

Total additional cost for energy conservation revisions $_____

*Line 4 - Resident Engineers salary $2532/month
plus construction engineering and inspection fees.

Note: Federal Management Circular 74-7, Exhibit M-4 (modified)

ODOT B-1

Lane County Bridge Projects

LOCATOR NUMBER L- [ ][ ]-[ ][ ][ ][ ]-[ ]

Part V. CIVIL RIGHTS INFORMATION

1. How many definable minority group persons (as defined in 28 CFR 42.402(e)) reside within the jurisdiction served by the applicant?

a. 5,758 Co. / State 73,883 (Number)

b. 2.7% - Co. / State 4.5% (Percentage of total population of applicant's jurisdiction.)

c. Source of above data State of Oregon - Employment Division
Department of Human Resources

2. Is the proposed facility displacing or causing the relocation of those persons identified in Question 1?

☐ Yes ☒ No

ANSWER THE FOLLOWING QUESTION ONLY IF THE ANSWER TO QUESTION 2 IS "YES"

3. What action is being taken to ensure that these persons will be displaced or relocated on a nondiscriminatory basis?

NA

ANSWER QUESTIONS 4 AND 5 ONLY IF THE PERCENTAGE GIVEN IN ANSWER TO QUESTION 1 IS 5% OR LARGER

4. What percentage of the definable minority-group persons identified in Question 1 will be served by the proposed project? _____ %

5. Are the proposed project site and/or services readily accessible to the minority population identified in Question 1?

☒ Yes ☐ No

ANSWER QUESTION 6 ONLY IF THE ANSWER TO QUESTION 5 IS "NO"

6. What action has the applicant taken or what action does it plan to take to ensure that the minority population receives services on a nondiscriminatory basis?

7. Pursuant to the instructions for Part IV, each applicant must attach as Exhibit S-V-7 one of the following documents, displaying data for the year 1976:

☐ A Form ED-612

☒ Form EEO-4 in its entirety, including a summary total sheet

☐ A partial Form EEO-4, including the summary total sheet and detailed data only on the specific department applying

☐ Form EEO-5

☐ Form EEO-6

PART VI: ASSURANCES

Lessor Number
L · [ ][ ] · [ ][ ][ ][ ] · [ ]

The applicant hereby assures and certifies that it shall comply with the regulations, policies, guidelines and requirements, including Office of Management and Budget Circular No. A-95, and Federal Management Circulars 74-4 and 74-7, as they relate to the application, acceptance and use of Federal funds for this federally assisted project. Also, the applicant gives assurance and certifies with respect to the grant that:

1. It shall require the facility to be designed in accordance with the provisions of 41 CFR Subpart 101-19.6 "Accomodations for the Physically Handicapped." The applicant shall be responsible for continuing inspections to insure compliance with this requirement by the contractor.

2. No contract will be awarded in connection with the project to any bidder who will employ any alien in the United States in violation of the Immigration and Nationality Act or any other law, convention, or treaty of the United States relating to the immigration, exclusion, deportation, or expulsion of aliens.

3. The project will be constructed from raw materials mined or produced in the United States and from United States manufactures substantially made from materials mined, produced or manufactured in the United States, unless the Assistant Secretary determines that this requirement is not applicable to the applicant's project.

4. At least 10 per centum of the amount of each grant shall be expended for minority business enterprises, unless the Assistant Secretary determines that this requirement is not applicable to the applicant's project. For the purpose of this paragraph, the term "minority business enterprise" means a business at least 50 per centum of which is owned by minority group members or, in case of a publicly owned business, at least 51 per centum of the stock of which is owned by minority group members. For the purposes of the preceding sentence, minority group members are citizens of the United States who are Negroes, Spanish-speaking, Orientals, Indians, Eskimos, and Aleuts.

5. Special consideration, consistent with existing applicable collective bargaining agreements and practices, shall be given to the employment on the project of qualified disabled veterans as defined in 38 USC 2011 (1), and to qualified Vietnam-era veterans, as defined at 38 USC 2011 (2) (A).

6. If the grant is made under the provisions of Section 108(e) of the Act (Pocket of Poverty), employment engendered by the project will be offered preferentially to the residents of the neighborhood or community that defines the project area. Further, the project will be located physically within the project area as defined in Exhibit S-II-5, previously submitted to EDA.

7. No part of the construction (including demolition and other site preparation activities), renovation, repair or other improvement of the project shall be performed directly by any department, agency, or instrumentality of any State or local government. Construction of the project shall be performed by contract awarded by competitive bidding, unless the Assistant Secretary determines that some other method of bidding is in the public interest.

8. The applicant will comply with assurances made previously in connection with any earlier application submitted on Form ED-101LPW for financial assistance for the project herein described if assistance for the project is approved.

ODOT B-1

ATOR NUMBER
L- [ ][ ]-[ ][ ][ ][ ]-[ ]

LIST OF EXHIBITS

Number of Exhibit	Description of Exhibit	Attached? Yes	Attached? No	EDA USE ONLY
ED-101 LPW	LPW Application (for new projects)	X		
S-II-2	Narrative statement concerning reasons for submitting new application	X		
S-II-3a	List of Submitted and/or Endorsed LPW Applications in Order of Priority	X		
S-II-3b	Local Government/School District List of Submitted and/or Endorsed LPW Applications in Order of Jointly-Assigned Priority		X	
S-II-4	Certificate of Project Endorsement		X	
S-II-5	Definition of Community or Neighborhood (Pocket of Poverty) within an Otherwise Ineligible City, and Statement of Average Unemployment Rate		X	
S-II-6	Statement concerning dependence of this project on other projects and status of each		X	
S-II-7a	Comment from A-95 Clearinghouse		X	
S-II-7b	Comment from SHPO		X	
S-III-1	Updated architect/engineer (A/E) report		X	
S-III-2	Continuation Sheet – Detailed Statement of changes in Application Data (____ pages)		X	
S-V-7	Civil Rights documentation, Form EEO-4 (Applicant: Enter Identifying Number)	X		
S-VI-3	Request for waiver of "buy American" requirement		X	
S-VI-4	Request for waiver of 10% minority business enterprise requirement		X	
S-IV-7	Request for waiver of competitive bidding requirement		X	

EXHIBIT S-II-2

This application is being submitted to fulfill compelling local needs. This bridge is on a list of critical bridges in serious need of replacement. Alternative funding sources are not available to construct the bridge. In addition, the relative size of the proposed project lends itself to providing the most benefit in reducing unemployment and stimulating the local economy.

ODOT B-1

LOCATOR NUMBER
L- | | | - | | | | | | - |

EXHIBIT S-II-3a

LIST OF SUBMITTED OR ENDORSED LPW APPLICATIONS IN ORDER OF PRIORITY

Legal Name of Applicant	Street/P.O. Box
State of Oregon Department of Transportation	207 Transportation Building
	City: Salem
Organizational Unit	County: Marion
Project Management Branch	State: Oregon / ZIP Code: 97310

NOTE: SCHOOL DISTRICTS MUST IDENTIFY THE CITY (OR CITIES AND COUNTY) PRINCIPALLY TO BE SERVED BY EACH PROJECT.

Type of Applicant and Relationship to School District

As defined in the Instruction to Part I-1 of the LPW Application Supplement,

- [xx] The Applicant is neither a city, a county, nor a school district.
- [ ] The applicant is a city or a county, and there is no school district with authority under law to apply for LPW funds for school projects principally to serve the city or county.
- [ ] The applicant is a city or a county, and no school district with authority to apply for EDA funds for school projects principally to serve the local jurisdiction has applied or will apply for such assistance.
- [ ] The applicant is a city, a county or a school district authorized to apply for LPW funds for school projects principally to serve a city or a county and wishes EDA to select among the Local Government's and school district's applications.

Priority	EDA Locator Number	Name of Applicant and Description of Project	LPW Funds Requested
Highest 1		Salem Motor Pool Building	$ 646,000
2		Remodel Eugene Office Building	$ 462,000
3		Sewer Renovations, Marion County	$ 281,000

FORM ED-101LPW-S (5-77)

USCOMM-DC 63948-P77

ODOT. B-1

ROBERT W. STRAUB
Governor

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

June 28, 1977

NOTED
D. H. MOEHRING

PROJECT MANAGEMENT
JUN 29 '77
REFER TO:
Swan
FOR
Info | Investigate | R/D | Action | File | Letter | See me

Mr. C. Mark Smith
Regional Administrator
Economic Development Administration
Lake Union Building
1700 Westlake Ave.
Seattle, Washington 98109

Dear Mr. Smith:

I am in receipt of your letter dated June 7, 1977, advising that the "Planning Target" for the State of Oregon for Round II of the Local Public Works Program is $5,670,000. The registered letter was received on June 13, 1977.

In accordance with the rules and regulations as published in the Federal Register on May 27, 1977 and the EDA guidelines, the enclosed list of projects is submitted as the State of Oregon's priority list.

All but three of the projects are new and will require the submittal of the full applications as well as supplemental forms.

In reviewing the public works requirements of the State, and after consultation with the Legislature, I believe that even though the projects submitted during Round I are still badly needed, it would be in the best interests of the state to submit these new projects for Round II funding.

Appropriate applications for each of the projects are being finalized and will be forwarded in the next few days.

Sincerely,

Governor

NOTED
RICHARD UNREIN

RWS:djg
Enclosure
cc: Tom Current, EDA

ODOT B-1

LOCATOR NUMBER L- [ ][ ]-[ ][ ][ ][ ][ ]-[ ]

Priority	EDA Locator Number	Name of Applicant and Description of Project	LPW Funds Requested
4		Pendleton Office Building	$ 1,569,000
5	OR-0538-1	Historic Restoration of Wolf Creek Tavern	$ 600,000
6		Port Orford Sewerage Project	$ 210,000
7		Willamette River Overflow Bridge Albany-Junction City Highway	$ 350,000
8		Willamette Overflow Bridge Albany-Junction City Highway	$ 320,000
9	OR-0361-0	Restroom for Shore Acres	$ 95,000
10		Sewage Collection for Beverly Beach	$ 150,000
11		Bear Creek Bridge Coquille-Bandon Highway	$ 210,000
12		Beach Access Facilities at Oceanside	$ 150,000
13		Beach Access Facilities at Mannattan Beach	$ 175,000
14		North Powder River Bridge Haines-Anthony Highway	$ 165,000
15		Lighthouse Restoration for Cape Meares	$ 45,000

continuation sheet attached

ODOT B-1

LOCATOR NUMBER L- [ ][ ]-[ ][ ][ ][ ][ ]-[ ]

Priority	EDA Locator Number	Name of Applicant and Description of Project	LPW Funds Requested
16		Meadow Creek Bridge & Culvert Ukiah-Hilgard Highway	$ 250,000
17	OR-0362-0	Restroom for Fogarty Creek	$ 90,000
18		Oak Ranch Creek Bridge Nehalem Highway	$ 250,000
19		Deer Island Wayside	$ 50,000
			$
			$
			$
			$
			$
			$
			$
			$

EXHIBIT S-V-2 ODOT B-1

EQUAL EMPLOYMENT OPPORTUNITY COMMISSION
STATE AND LOCAL GOVERNMENT INFORMATION (EEO-4)

EXCLUDE SCHOOL SYSTEMS AND EDUCATIONAL INSTITUTIONS
(Read attached instructions prior to completing this form)

FORM APPROVED
OMB NO
124 R0009

MAIL COMPLETED FORM TO

Oregon State Highway Division (DOT)
State Transportation Bldg.
Salem, OR 97310

A. TYPE OF GOVERNMENT (Check one box only)

☒ 1. State ☐ 2. County ☐ 3. City ☐ 4. Township ☐ 5. Special district

☐ 6. Other (Specify)_____

B. IDENTIFICATION

1. NAME OF POLITICAL JURISDICTION (If same as label, skip to item C)

EEOC USE ONLY A

2. Address - Number and Street	CITY/TOWN	COUNTY	STATE/ZIP

EEOC USE ONLY B

C. FUNCTION

(Check one box to indicate the function for which this form is being submitted. Data should be reported for all departments and agencies in your government covered by the function indicated. If you cannot supply the data for every agency within the function, please attach a list showing name and address of agencies whose data are not included.)

	1 FINANCIAL ADMINISTRATION Tax assessing, tax billing and collection, budgeting, purchasing, central accounting and similar financial administration carried on by a treasurer's, auditor's or comptroller's office and GENERAL CONTROL Duties usually performed by boards of supervisors or commissioners, central administrative offices and agencies, central personnel or planning agencies, all judicial offices and employees (judges, magistrates, bailiffs, etc.)		8 HEALTH Provision of public health services, outpatient clinics, visiting nurses, food and sanitary inspections, mental health, etc.
			9 HOUSING Code enforcement, low rent public housing, fair housing or ordinance enforcement, housing for elderly, housing rehabilitation, rent control
XX	2 STREETS AND HIGHWAYS Maintenance, repair, construction and administration of streets, alleys, sidewalks, roads, highways and bridges		10 COMMUNITY DEVELOPMENT Planning, zoning, land development, open space, beautification, preservation
	3 PUBLIC WELFARE Maintenance of homes and other institutions for the needy, administration of public assistance (Hospitals and sanatoriums should be reported as item 7.)		11 CORRECTIONS Jails, reformatories, detention homes, halfway houses, prisons, parole and probation activities.
	4 POLICE PROTECTION Duties of a police department, sheriff's, constable's, coroner's office, etc., including technical and clerical employees engaged in police activities		12 UTILITIES AND TRANSPORTATION Includes water supply, electric power, transit, gas, airports, water transportation and terminals
	5 FIRE PROTECTION Duties of the uniformed fire force and clerical employees (Report any forest fire protection activities as item 6.)		13 SANITATION AND SEWAGE Street cleaning, garbage and refuse collection and disposal. Provision, maintenance and operation of sanitary and storm sewer systems and sewage disposal plants.
	6 NATURAL RESOURCES Agriculture, forestry, forest fire protection, irrigation, drainage, flood control, etc., and PARKS AND RECREATION Provision, maintenance and operation of parks, play grounds, swimming pools, auditoriums, museums, zoos, zoos, etc.		14 EMPLOYMENT SECURITY
	7 HOSPITALS AND SANATORIUMS Operation and maintenance of institutions for inpatient medical care		15 OTHER (Specify)

D. EMPLOYMENT DATA AS OF~~XXXXXXXXXXX~~ January to June 30, 1977

(Do not include elected/appointed officials. Blanks will be counted as zero)

1. FULL TIME EMPLOYEES (Temporary employees not included)

	JOB CATEGORIES	ANNUAL SALARY (in thousands 000)	TOTAL (COLUMNS B K)	MALE					FEMALE				
				NON HISPANIC ORIGIN		HISPANIC	ASIAN OR PACIFIC ISLANDER	AMERICAN INDIAN OR ALASKAN NATIVE	NON HISPANIC ORIGIN		HISPANIC	ASIAN OR PACIFIC ISLANDER	AMERICAN INDIAN OR ALASKAN NATIVE
			A	WHITE B	BLACK C	D	E	F	WHITE G	BLACK H	I	J	K
G	SKILLED CRAFT	49 $ 01 39											
		50 40 59											
		51 60 79											
		52 80 99											
		53 100 129		238			1	3	1				
		54 130 159		366		1							
		55 160 249		23									
		56. 250 PLUS											
H	SERVICE MAINTENANCE	57 01 39											
		58 40 59											
		59 60 79		23	2	1	1	1	1	1			
		60 80 99		823	8	14	6	17	6		1		
		61 100 129		48									
		62 130 159		3									
		63 160 249											
		64 $ 250 PLUS											
	65. TOTAL FULL TIME (LINES 1-64)			2698	18	21	11	29	225	1	5	3	2

2. OTHER THAN FULL TIME EMPLOYEES (Include temporary employees)

A	66. OFFICIALS / ADMIN.											
B	67. PROFESSIONALS							1				
C	68. TECHNICIANS											
D	69. PROTECTIVE SERV											
E	70. PARA PROFESSIONAL		29					72				
F	71. OFFICE / CLERICAL		2					27		1		
G	72. SKILLED CRAFT		36									
H	73. SERV. / MAINT.		119	6	4		5	56		1		
	74. TOTAL OTHER THAN FULL TIME (LINES 66-73)		186	6	4	0	5	156	0	2	0	0

3. NEW HIRES DURING FISCAL YEAR Permanent full time only

~~XXXXXXXXXXX~~ January 1, through June 30, 1977

75 OFFICIALS / ADMIN.		6									
76. PROFESSIONALS		1					3				
77 TECHNICIANS											
78 PROTECTIVE SERV											
79 PARA PROFESSIONAL											
80. OFFICE / CLERICAL		3					19		1		
81. SKILLED CRAFT		4									
82. SERV. / MAINT.		36					3		1		
83. TOTAL NEW HIRES (LINES 75-82)		50					25		2		

EXHIBIT 5-V-2 ODOT B-1

D. EMPLOYMENT DATA AS OF ~~XXXXXX~~ January to June 30, 1977

(Do not include elected/appointed officials. Blanks will be counted as zero)

I. FULL TIME EMPLOYEES (Temporary employees not included)

JOB CATEGORIES		ANNUAL SALARY (In Thousands 000)	TOTAL (COLUMNS B-K) A	MALE					FEMALE				
				NON HISPANIC ORIGIN		HISPANIC	ASIAN OR PACIFIC ISLANDER	AMERICAN INDIAN OR ALASKAN NATIVE	NON HISPANIC ORIGIN		HISPANIC	ASIAN OR PACIFIC ISLANDER	AMERICAN INDIAN OR ALASKAN NATIVE
				WHITE B	BLACK C	D	E	F	WHITE G	BLACK H	I	J	K
OFFICIALS ADMINISTRATORS	1	$ 0139											
	2	4059											
	3	6079											
	4	8099		4					1				
	5	100 129		48	1		1	1	1				
	6	130 159		27					2				
	7	160 249		35	1				1				
	8	250 PLUS		58	1								
PROFESSIONALS	9	0139											
	10	4059											
	11	6079											
	12	8099											
	13	100 129		4		1			3				
	14	130 159		211	2		1	3	5				
	15	160 249		443	1	1	1	1	2				
	16	250 PLUS		1									
TECHNICIANS	17	0139											
	18	4059											
	19	6079											
	20	8099											
	21	100 129		160		1		2	7			1	1
	22	130 159		97		2			4				
	23	160 249		25					3				
	24	250 PLUS											
PROTECTIVE SERVICE	25	0139											
	26	4059											
	27	6079											
	28	8099											
	29	100 129											
	30	130 159											
	31	160 249											
	32	250 PLUS											
PARA PROFESSIONALS	33	0139											
	34	4059											
	35	6079											
	36	8099		1									
	37	100 129											
	38	130 159											
	39	160 249											
	40	250 PLUS											
OFFICE CLERICAL	41	0139							1				
	42	4059											
	43	6079		1					41		2	1	1
	44	8099		1					112		2	1	
	45	100 129		40	2				34				
	46	130 159		18				1	1				
	47	160 249											
	48	$ 250 PLUS											

EEOC FORM 164 APR 76

EXHIBIT S-V-7 ODOT B-1

REMARKS (List National Crime Information Center (NCIC) numbers assigned to any Criminal Justice Agencies whose data are included in this report.)

CERTIFICATION. I certify that the information given in this report is correct and true to the best of my knowledge and was reported in accordance with accompanying instructions. (Wilfully false statements on this report are punishable by law, U.S. Code, Title 18, Section 1001.)

NAME OF PERSON TO CONTACT REGARDING THIS FORM	TITLE
James L. Butler	Civil Rights Coordinator
ADDRESS (Number and Street, City, State, Zip Code) Transportation Building Salem, OR 97310	TELEPHONE NUMBER AREA CODE (503) 378-8077

DATE	TYPED NAME / TITLE OF AUTHORIZED OFFICIAL	SIGNATURE
6/30/77	H.S. Coulter, State Highway Engineer	

ODOT B-1

FORM ED-101LPW (8-76)
OMB No. 41-R-2934
Approval Expires September, 1977

LOCAL PUBLIC WORKS CAPITAL DEVELOPMENT AND INVESTMENT PROGRAM APPLICATION

P.L. 94-369 Sec. 107
No Assistance Shall be Approved until a Completed Application has been Received

U.S. DEPARTMENT OF COMMERCE
ECONOMIC DEVELOPMENT ADMINISTRATION
OMB Approval No. 29-R0218

FEDERAL ASSISTANCE Part I

1. Type of action (Mark appropriate box)	☐ Preapplication ☒ Application ☐ Notification of intent (Opt.) ☐ Report of Federal Action	2. Applicant's application: a. Number: ODOT B-1; b. Date: 19 77 7 1	3. State application identifier (SAI): a. SAI Number: PNRS 7706-2-1080; b. Date Assigned: 19 77 6 24
Leave Blank			

SECTION I - APPLICANT RECIPIENT DATA

4. Legal applicant/recipient
- a. Applicant name: Oregon Department of Transportation
- b. Organization Unit: Project Management Branch
- c. Street/P.O box: 207 Transportation Bldg.
- d. City: Salem
- e. County: Marion
- f. State: Oregon
- g. ZIP Code: 97310
- h. Contact person (Name & phone no.): D. H.Moehring (503)378-6563

5. Federal employer identification no.: 93-6001765W

6. Program (From Federal Catalog): a. Number: 1 1 • 3 1 9; b. Title: Local Public Works Capital Development and Investment Program

7. Title and description of applicant's project: NA

8. Type of applicant/recipient: A-State; B-Interstate; C-Substate District; D-County; E-City; F-School District; G-Special Purpose District; H-Community Action Agency; I-Higher Educational Inst.; J-Indian Tribe; K-Other (Specify). (Enter appropriate letter) A

9. Type of assistance: A-Basic grant; B-Suppl. grant; C-Loan; D-Insurance; E-Other (Specify). (Enter appropriate letter(s)) A

10. Area of project impact (Name of cities, counties, states, etc.)

11. Estimated number of persons benefiting

12. Type of application: A-New; B-Renewal; C-Revision; D-Continuation; E-Augmentation. (Enter appropriate letter) A

13. NA PROPOSED FUNDING

a. Federal	$	.00
b. Applicant		.00
c. State		.00
d. Local		.00
e. Other		.00
f. Total	$	.00

14. NA CONGRESSIONAL DISTRICTS OF:
- a. Applicant: ORE 2nd
- b. Project:

16. Project Start Date: 19 77 Yr. mo. day

17. Project Duration: Months

18. Estimated date to be submitted to Fed. Agency: 19 Yr. mo. day

15. Type of Change (For 12C or 12E): A-Increase dollars; B-Decrease dollars; C-Increase duration; D-Decrease duration; E-Cancellation; F-Other (Specify). (Enter appropriate letter(s))

19. Existing Federal identification number: N/A

20. Federal Agency to receive request (Name, City, State, ZIP Code): Economic Development Administration, Seattle, WA 98109

21. Remarks added (See Sec. IV): NA ☐ Yes ☐ No

SEC. II-CERTIFICATION

22. The Applicant certifies:
a. To the best of my knowledge and belief, data in this preapplication/application are true and correct, the document has been duly authorized by the governing body of the applicant and the applicant will comply with the attached assurances if the assistance is approved.

b. If required by OMB Circular A-95 this application was submitted, pursuant to instructions therein, to appropriate clearinghouses and all responses are attached: (See remarks - Sec. IV if more than 3 clearinghouses)

	No Response	Response Attached
(1) State	☒	☐
(2) District (5.)	☐	☐
(3)	☐	☐

23. Certifying representative
a. Typed name and title: D.H. Moehring, Project Management Engineer
b. Signature: D.H. Moehring
c. Date signed: Yr. 1977 mo. 7 day 1

SECTION III - FEDERAL AGENCY ACTION

N/A

24. Agency name

25. Application received: Yr. mo. day 19

26. Organizational unit

27. Administrative office

28. Federal application ID

29. Address

30. Federal grant ID

31. Action taken
- ☐ a. Awarded
- ☐ b. Rejected/Denied
- ☐ c. Returned for Amendment
- ☐ d. Deferred
- ☐ e. Withdrawn

32. FUNDING

a. Federal	$	.00
b. Applicant		.00
c. State		.00
d. Local		.00
e. Other		.00
f. Total	$	.00

33. Action date: Year month day 19

34. Starting date: Yr. mo. day 19

35. Contact for additional information (Name and telephone number)

36. Ending date: Yr. mo. day 19

37. Remarks added (See Sec. IV and Exhibit I-23-b): ☐ Yes ☐ No

38. Federal Agency A-95 Action

a. In taking above action, any comments received from clearinghouses were considered. If agency response is due under provisions of Part I, OMB Circular A-95, it has been or is being made.

b. Federal Agency A-95 Official (Name and telephone no.)

USCOMM-DC 18893-P76

SECTION IV – REMARKS *(Please reference the proper item number from Sections I, II, or III, if applicable.)*

Agency Special Instructions:

(a) Shaded-over items need not be completed

(b) Item 12.c – Revision refers to applications resubmitted after deficiencies are remedied.

(c) Item 13 – "Proposed Funding " – identify all Federal funds:

Agency Name	Funds	Type of Funds
EDA – LPW	$ 350,000	LPW Grant
*Total Federal	$ 350,000	← (Enter in Item 13a)

(*) Must agree with sum of Line 13 and appropriate part of 14b in Part III, Section B – LPW Grant Budget.

(d) Item 16 - In estimating project start date, assume approval 60 days after receipt.

(e) Item 22b – Modified OMB Circular A-95 procedure applies for first 90 days *(see Regulations and/or Program Guidelines)*.

Instructions for Parts II, III, IV, V and VI are attached to the end of the application

PLEASE TYPE/PRINT ALL DATA LEGIBLY

Part II
PROJECT APPROVAL INFORMATION

Section A – GENERAL

1. Does this project require Federal, State, Regional, or local clearance, approvals or permits for construction?

☐ Yes ⟶ What is (are) the name(s) of the Agency(ies) or Board(s) which has (have) the authority to issue the clearance, approval or permit?

☒ No

Attach Clearance Document(s) or Permit(s) as Exhibit II-A-1.

2. Relationship to plans

a. Does the proposed project relate to existing local or regional development plans or programs?

☒ Yes – *Identify Titles and date of Plans* Consistent with Lane Council of Governments areawide planning.

☐ No

b. Does the proposed project advance longer range plans and programs if different from 2a?

☒ Yes – *Identify Titles and date of Plans* Oregon State Highway Division Six-Year Highway Improvement Program - June 1976.

☐ No

3. Will the project for which the assistance is requested cause the displacement of individuals, families, businesses, or farms?

☐ Yes – *State the approximate date(s) of displacement(s) mentioned above:* Date(s) _____

☒ No

4. Has other Federal Assistance (Grant or Loan) been requested for this project?

☐ Yes – *Complete the information on the right.* ⟶ Name of Program _____

☒ No

Catalog of Federal Domestic Assistance No. _____
Amount $ _____
Federal ID No. _____
Status as of: (Date) _____

☐ Pre-Application submitted
☐ Application pending *
☐ Application was submitted, but applicant has requested that it be withdrawn from consideration. *
☐ Approved but not funded *
☐ Approved, and this application is a request for supplementary funding
☐ Denied

* *See Instructions for required Exhibit II-A-4*

5. If the applicant is a special purpose unit of local government, such as a Port Authority, or Water and Sewer District, explain why the special purpose unit of government is the better qualified agency, rather than the general unit of local government, to apply for and administer the proposed project.

N/A

Section A – GENERAL – Continued

6a. The project is [X] is not [ ] located in an area designated by the U.S. Department of Housing and Urban Development as an area having special flood hazards under the Flood Disaster Protection Act of 1973 (P.L. 93-234).

b. The area in which the project is located has [X] has not [ ] been identified by the U.S. Department of Housing and Urban Development as one in which the sale of flood insurance has been made available under the National Flood Insurance Act of 1968. (42 U.S.C. 4001).

7. Does project extend beyond the boundaries of applicant's jurisdictional area?

[ ] Yes -- *Comments must be obtained from the appropriate government authorities of each jurisdictional area, or from the appropriate governmental unit having authority over the entire project area. Attach as Exhibit II-A-7.*

[X] No

8. Attach as Exhibit II-A 8 a certification from the properly authorized official of the Federal Agency or State or local government within which the project is located, that no funds budgeted and available or otherwise specifically committed for the project applied for in this application shall be reduced, diminished, or replaced by funds requested in this application.

Section B – ENGINEERING INFORMATION

1. Complete, and attach as Exhibits II-B-1a and 1b, the following:

Applicant's Certificate for Contract Construction. (Exhibit II-B-1a)
A/E's Certificate for Contract Construction. (Exhibit II-B-1b)

2. Architect Engineer or Project Designer

Name Oregon Department of Transportation (Applicant)

Address (include ZIP code) Transportation Bldg., Salem, OR 97310

Telephone - Area Code 503 Number 378-6563

Attach a copy of the agreement between the applicant and A/E, and identify as Exhibit II-B-2.

3. Attach and identify as Exhibit II-B 3 a copy of the Architect Engineer Report on the proposed project.

4. Attach and identify as Exhibit II B 4 an opinion from acceptable Title Counsel describing the interest applicant/operator has in the site and certifying that the estate or interest is legal and valid.

Section C – CIVIL RIGHTS INFORMATION

1. In the previous two years, has the applicant:

(a) been involved in any lawsuit alleging discrimination because of race, color, sex or national origin;

(b) had any administrative complaints filed against the applicant alleging discrimination because of race, color, sex or national origin; or

(c) undergone any Civil Rights Compliance reviews?

[X] Yes - *Attach a brief narrative description of the action and its outcome or resolution. Include the identities of the entities (e.g. individual government bureau) involved. Identify as Exhibit II-C-1.*

[ ] No

2. Submit a copy of the most current Form EEO-4, "State and Local Government Report." If the applicant employs over 1000 persons or does not have an EEO-4, a Form ED 612, "Assurance of Job Opportunities for the Unemployed", may be used to reflect the applicant's total current employment. Identify as Exhibit II-C-2.

NA

ODOT B-1

Part III
PROJECT BUDGET INFORMATION

Section A – GENERAL

Type of LPW Grant Requested: *(Check one)*

1. [X] 100% Grant for new project.
2. [ ] Supplementary Grant to increase Federal Contribution to Approved Federal Agency Project.
3. [ ] Supplementary Grant to provide all or part of the State or local share (but not both) of an approved State or local public works project.

See instructions for required Exhibit III-A-1, III-A-2 or III-A-3.

N/A

Section B – CALCULATION OF LPW GRANT BUDGET

Cost classification (a)		Total amount required *(Present estimate)* (b)
1. Administration Expenses		$
2. Architectural Engineering		
3. Other Architectural Engineering Fees		
4. Project Inspection Fees		
5. Relocation Expenses		
6. Relocation Payments to Individuals and Businesses		
7. Demolition and Removal a. Labor		
b. Non-labor		
c. TOTAL		$
8. Construction and Project Improvement a. Labor		
b. Non-labor		
c. TOTAL		$
9. Equipment		
10. TOTAL *(Lines 1 thru 9)*		$
11. Add: Contingencies		
12. TOTAL Project Amount		$
13. Federal Share Requested in Line 12 (LPW)		
14. Other Shares (State, Local, Federal) a. State		
b. Other Local/Federal *(Identify under "Remarks" below)*		
c. TOTAL Other Shares		$
15. TOTAL Project *(Lines 13 and 14c)*		

Section C – REMARKS

N/A

Note: Federal Management Circular 74-7, Exhibit M-4 (modified)

Part IV
PROJECT NARRATIVE

Section A – PROJECT DESCRIPTION

1. **Physical Description of Project – Identify** the major elements of the project and indicate type of work being performed such as new construction, demolition, renovation, repair or improvements. When identifying major project elements, list in order of importance, with the major project element representing the largest fraction of the total cost of the project listed first.

This project consists of bridge structure replacement with appropriate roadway connection

Major elements: a-concrete structure
b-Roadway Surfacing and Earthwork

2. **Program Description of Project – Describe** the objectives of the public works project for which the LPW grant is being requested and include any long-term benefits that may accrue to the community.

The purpose of this project is to replace an obsolete wooden structure (built in 1922) that has deteriorated to the point where maintenance repair is no longer feasible. Safety will be much enhanced by this work.

3. **Project Area – Define** the project area; include the appropriate boundaries and/or jurisdiction. The project area definition must be identical with that upon which the project area's unemployment was based *(See V. B. 1)*.

N/A

NA

Section B – PROJECT IMPACT

1. Attach Exhibit IV-B-1, "Request for Eligibility", to establish basis for the project area's priority. NA

2. If the project area is a community or neighborhood within a local jurisdiction, describe how the project directly benefits, or provides employment for unemployed persons who are residents of the community or neighborhood for which the unemployment data was supplied.

NA

3. Describe expected impact of construction of this project on unemployment in the project area.

NA

Section C – APPLICANT'S ESTIMATE OF CONSTRUCTION JOB OPPORTUNITIES CREATED BY THIS PROJECT

Job or job skills	Total projected number of employees	Estimated number of person-months of employment
Skilled labor	14	94
Unskilled labor	3	23
Other	2	13
TOTAL	19	130

Part V
ENVIRONMENTAL DATA

A. Has a Federal, State, or Local Environmental Impact Statement or Analysis been prepared for this project?

[X] Yes — *Attach a copy of that document as Exhibit V-A. Compare this document with the information requested in the instructions to be sure that every point is covered, and correct any deficiencies.*

[ ] No — *Provide detailed environmental information requested in the instructions for Part V. Attach as Exhibit V-A.*

B. If the State Historic Preservation Officer (SHPO) has reviewed and commented on this project proposal, attach a copy of these comments as Exhibit V-B.

If not, the applicant must provide the SHPO with a detailed project description (such as the A/E Report) and request comments which must be submitted to the appropriate EDA Regional Office.

Date on which the SHPO was notified: ***NOTE:** This date must be prior to submission of the application to EDA.* SEE Exhibit V-B → | Date

C. Will any of the following items be affected by the proposed project? (Answer for all areas that are directly affected or adjacent to affected property). — *Check appropriate box for every item of the following checklists.*

Yes	No	Unknown	1. Land Use
[ ]	[X]	[ ]	Wildnerness (designated or proposed under the Wildnerness Act)
[ ]	[X]	[ ]	Open Spaces
[ ]	[X]	[ ]	Forests
[ ]	[X]	[ ]	Grazing
[ ]	[X]	[ ]	Agricultural
[ ]	[X]	[ ]	Residential
[ ]	[X]	[ ]	Commercial
[ ]	[X]	[ ]	Industrial
[ ]	[X]	[ ]	Mining, Quarrying
[ ]	[X]	[ ]	Recreational
[X]	[ ]	[ ]	Transportation
[ ]	[X]	[ ]	Parks
[ ]	[X]	[ ]	Hospitals
[ ]	[X]	[ ]	Schools
[ ]	[X]	[ ]	Historical, Archeological Sites (Listed on the National Register of Historic Places or which may be eligible for listing)

Yes	No	Unknown	2. Critical Resources
[ ]	[X]	[ ]	Shoreline
[ ]	[X]	[ ]	Beaches
[ ]	[X]	[ ]	Dunes
[ ]	[X]	[ ]	Steep Slopes
[ ]	[X]	[ ]	Aquifer Recharge Area
[ ]	[X]	[ ]	Wildlife Refuge
[ ]	[X]	[ ]	Estuary
[ ]	[X]	[ ]	Wetlands
[ ]	[X]	[ ]	Floodplain
[ ]	[X]	[ ]	Critical Habitats (or endangered/threatened species)
[ ]	[X]	[ ]	Wild or scenic river (proposed or designated under the Wild and Scenic Rivers Act)

D. Are any facilities under your ownership, lease, or supervision to be utilized in the accomplishment of this project, either listed or under consideration for listing on the Environmental Protection Agency's List of Violating Facilities?

[ ] Yes

[X] No

Part VI

ASSURANCES

The applicant hereby assures and certifies that it shall comply with the regulations, policies, guidelines and requirements, including Office of Management and Budget Circular No. A-95, and Federal Management Circulars 74-4 and 74-7, as they relate to the application, acceptance and use of Federal funds for this federally-assisted project. Also, the applicant gives assurance and certifies with respect to the grant that:

1. It possesses legal authority to apply for the grant, and to finance and construct the proposed facilities; that a resolution, motion or similar action has been duly adopted or passed as an official act of the applicant's governing body, authorizing the filing of the application, including all understandings and assurances contained therein, and directing and authorizing the person identified as the official representative of the applicant to act in connection with the application and to provide such additional information as may be required.

2. It shall comply with the provisions of: Executive Order (E.O.) 11296, relating to evaluation of flood hazards, and E.O. 11288, relating to the prevention, control, and abatement of water pollution.

3. If the requested financial assistance is for a supplementary grant to another Federal Agency, the other Federal Agency's financial assistance has been approved and is immediately available and sufficient funds shall be available when construction is completed to assure effective operation and maintenance of the facility for the purposes constructed.

4. It shall submit to the appropriate Federal agency for prior approval changes that alter the costs of the project, use of space, or functional layout; that it shall not enter into a construction contract(s) for the project or undertake other activities until the conditions of the construction grant program(s) has (have) been met.

5. It shall provide and maintain competent and adequate architectural engineering supervision and inspection at the construction site to insure that the completed work conforms with the approved plans and specifications, that it shall furnish progress reports and such other information as the Federal grantor agency may require.

6. It shall operate and maintain the facility in accordance with the minimum standards as may be required or prescribed by the applicable Federal, State and local agencies as to the maintenance and operation of such facilities.

7. It shall give the grantor agency and the Comptroller General through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the grant, for the entire time period beginning with project approval and ending three years after the final disbursement of grant funds.

8. It shall require the facility to be designed to comply with the "American Standard Specifications for Making Buildings and Facilities Accessible to, and Usable by, the Physically Handicapped," Number A117.1-1961, as modified (41 CFR 101-17.703) and 13 CFR 309.14. The applicant shall be responsible for conducting inspections to insure compliance with these specifications by the contractor.

9. It shall cause on-site labor on the project to begin within 90 days after receipt of notification from the approving Federal agency that funds have been approved and that the project will be prosecuted to completion with reasonable diligence. It further understands that after approval of the project the Government can, at its option, cancel its obligation to provide funds for the project if the applicant is unable for any reason to cause on-site labor on the project to begin within the 90-day period.

10. Construction of the project has not started.

11. It assures that as a Recipient receiving Federal financial assistance from the Economic Development Administration, it shall comply with Title VI and Title VII of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d et seq.); E.O. 11246 as amended by E.O. 11375; the requirements imposed by or pursuant to Regulations, issued for the Department of Commerce and designated as 15 CFR Subtitle A, Part 8; Section 110, P.L. 94-369; and any amendments thereto.

12. It shall establish safeguards to prohibit employees from using their positions for a purpose that is, or gives the appearance of being motivated by a desire for private gain for themselves or others, particularly those with whom they have family, business, or other ties.

13. It shall comply with the requirements of Title III of the Uniform Relocation Assistance and Real Property Acquisitions Act of 1970 (P.L. 91-646), 42 U.S.C. 4601 et seq. and 13 CFR Part 310, which provides for fair and equitable treatment of persons displaced as a result of Federal and federally assisted programs.

14. It shall comply with the provisions of the Hatch Act which limit the political activity of employees.

15. It shall comply with the minimum wage and maximum hours provisions of the Federal Fair Labor Standards Act, as they apply to hospital and educational institution employees of State and local governments.

16. It shall comply with provisions of the Davis-Bacon Act, as amended (40 U.S.C. 276a-276a-5). Such provisions include the payment of prevailing wage rates of the area as determined by the Secretary of Labor, to laborers and mechanics employed by contractors and subcontractors for all construction undertaken in connection with this project.

17. It agrees in the event this application is deemed approved by operation of law, pursuant to Section 107 of P.L. 94-369, it shall be bound by the Standard Terms and Conditions used in the Grant Agreements for the Local Public Works program and such other requirements as EDA may reasonably impose.

18. In accord with these assurances and without limiting the above, it agrees that these assurances shall be binding upon them, their grantees, assignees, transferees, lessees, and successors in interest. These assurances shall also be binding through every modification or amendment to the project.

ODOT B- 1

EXHIBIT II-A-8

I hereby certify that there are no funds budgeted and available or otherwise specifically committed for ODOT Project B- 1 applied for in this application.

D. H. Moehring
Project Management Engineer
Oregon Department of Transportation

6-21-77
Date

ODOT B-1

EXHIBIT II-B-1a

APPLICANT'S CERTIFICATE FOR CONTRACT CONSTRUCTION

I, D. H. Moehring the Authorized Representative of the Applicant for Project Number ODOT B-1 located at Willamette River Overflow Bridge, Albany-Junction City Highway have reviewed the attached Exhibit II-B-1b, Architect/Engineer's Certificate for Contract Construction and certify that all statements made therein are true and correct to the best of my knowledge and find no impediment to having on-site labor for this project starting within 90 days of EDA approval.

Yes	No	
☒ *	☐	The fees proposed to be paid to the Architect/Engineer (A/E) for services including basic services, reimbursable expenses, additional services and inspection services (if applicable) are equal to or less than prevailing fees for like services in the project area. *Applicant is Architect/Engineer with personnel on ODOT payroll.

I further certify to the following:

The project design was done or is being done by:

Oregon Department of Transportation (Applicant)
(Name of Architect/Engineer)

Check the boxes below to indicate compliance has been or shall be achieved:

	☒	The project administration shall conform to all Federal requirements as prescribed by EDA.
	☒	The approval of EDA in writing shall be secured if all construction contracts are not to be awarded at the same time.
	☒	The approval of EDA in writing shall be secured to include into the project the cost for any capital equipment secured by the Grantee outside the construction contract, all subject to prior approval of A/E.
N/A	☐	Bonding of the fiscal agent of the Indian Tribe is in accordance with requirements prescribed by EDA.
	☒	A written report on project progress shall be submitted in accordance with EDA instructions. The person responsible for this function is C.T.Keasey, Cont. Engineer, whose telephone number is (503)378-6318.
	☒	No line item in the project budget as approved by EDA shall be exceeded without EDA approval.
	☒	A copy of the official minutes of the bid opening including a tabulation of bids received shall be furnished to EDA.
	☒	It is understood that any excess of bid price over the construction line item in the EDA approved project budget shall be the Grantee's responsibility to fund.
	☒	It is understood that disbursement of EDA grant funds will not normally be made until after all construction contracts are awarded.
	☒	The inspector for the construction or other work (has) (has not) been selected. His/her name is Not available. He/She (does) (does not) work for the Architect/Engineer. A qualified ODOT Resident Engineer will be assigned to the project.
	☒	It is understood that the Grantee will arrange for an independent audit of all project costs in accordance with Department of Commerce regulations, Administrative Order DAO-213-4.

D. H. Moehring

Signature (Authorized Representative of the Applicant) D. H. Moehring

7/1/77
(Date)

FORM ED-101LPW (8-76)

USCOMM-DC 18696-P76

OEOT 'B- 1

EXHIBIT II-B-1b

ARCHITECT/ENGINEER'S CERTIFICATE FOR CONTRACT CONSTRUCTION

A. I, E. S. Hunter, authorized representative of the ~~Architect/Engineer/Applicant~~ Oregon Department of Transportation (Applicant), certify that in my professional judgment the following plans and specifications are adequate, suitable for, and in conformity with the project contemplated in the application and are sufficient to allow on-site labor to begin within 90 days of EDA's approval of the project and comply with applicable State and local laws, ordinances, and regulations pertaining to standards of construction and safety except that all items with a check in the "No" box shall be completed as above within 48 days. A sheet has been attached giving contemplated actions to change any "No" item to "Yes" which shall include percentage of design completed for each design component listed below:
(Check applicable box)

Yes	No	Not Applicable		Sheets Numbered
☒	☐	☐	Site Plan	1
☐	☐	☒	Architectural Plans	
☒	☐	☐	Structural Plans	2-4
☐	☐	☒	Mechanical Plans	
☐	☐	☒	Electrical Plans	
☒	☐	☐	Civil Plans	2 - 6
☐	☐	☒	H. V. A. C. Plans	
☐	☐	☒	Equipment Plans	
☐	☒	☐	Proposed Advertisement for Bids	1
☒	☐	☐	Information for Bidders	3
☐	☒	☐	Bid Forms	3
☒	☐	☐	Bid Bond Format	1
☒	☐	☐	Performance Bond Format	1
☒	☐	☐	Payment Bond Format	1
☒	☐	☐	Blank Forms for Certifications of Contractors and Subcontractors Regarding Equal Employment Opportunity	6
☒	☐	☐	General Conditions to the Construction Contract	1
☒	☐	☐	Supplementary General Conditions, if applicable	64
☐	☒	☐	Special Conditions	30
☐	☐	☒	Technical Specifications	
☐	☐	☒	Bid Conditions from the Applicable Plan when the Project is in an Area Covered by an OFCC imposed Equal Employment Opportunity Plan	

B. I certify that the proposed project design complies with requirements as prescribed by EDA.

C. I further certify that the final plans and specifications (have been) (shall be) reviewed and approved by all required Federal, State and local reviewing authorities and that all permits, licenses, etc., necessary for construction of the project have been secured except for (indicate the missing approval, permit, license, etc., and action contemplated to secure it (them) with the anticipated date – attach separate sheet if more space is needed):

None Required

NA * D. I further certify that the Architect/Engineer agreement with the Applicant calls for the Architect/Engineer to: *(Check applicable box)*

* Applicant as Architect/Engineer shall perform Items.

Yes	No	
☐	☐	1. Provide surveillance of project construction to assure compliance with plans, specifications, and all other contract documents. Requirements for construction inspection services should be clearly defined and a limit be placed on the amount the Applicant is required to pay for such services.
☐	☐	2. Supervise any required subsurface explorations to determine amounts of rock excavation or foundation conditions such as borings, soil tests, and the like, no matter whether they are performed by the Architect/Engineer or by others paid by the Applicant.
☐	☐	3. Prepare and submit proposed contract change orders when applicable. There shall be no charge to the Applicant when the change order is required to correct errors or omissions by the Architect/Engineer.
☐	☐	4. Submit a monthly report to the Applicant and a copy of the report to the applicable EDA Regional Office covering the general progress of the job and describing any problems or factors contributing to delay.
☐	☐	5. Review and approve the contractor's schedule of amounts for contract payment.
☐	☐	6. Certify partial payments to contractors.
☐	☐	7. Prepare "as-built" drawings after completion of the project. One copy shall be furnished to the EDA Regional Office within 60 days after all construction has been completed and the final inspection has been performed.
☐	☐	8. Review and approve Contractor's submission of samples and shop drawings, where applicable.
☐	☐	9. Perform a prefinal inspection of the completed construction and as a result prepare a punch list of items to be corrected (if applicable).
☐	☐	10. Perform a final acceptance inspection and advise the Applicant whether or not to accept the work as performed by the contractor and his/her subcontractors.

E. I certify that the advertisement for bidders will be placed in the following publications and 14 days will be allowed for submission of bids:

Daily Journal of Commerce, 2014 NW 24th Street, Portland, OR 97210

EXHIBIT II-B-1b

F. I will attend all Bid Openings for the project and:

1. Tabulate the bids.
2. Make a recommendation as to the award.
3. Review the qualifications of the lowest responsive bidder and give a written opinion to the Applicant on the ability of the bidder to construction of the project or do the other work called for in the contract.

E S Hunter
Signature of Authorized Representative of the Architect/Engineer

6-29-77
Date

E. S. Hunter

Technical Services Engineer
Title

Oregon Department of Transportation (Applicant)
Firm Name

Salem, OR
Location

Item	% Complete	Time to Complete
Proposed Ad for Bids	0	48 days after approval
Bid Forms	0	48 days after approval
Special Conditions	0	48 days after approval

Department of Transportation
State of Oregon
State Highway Division

Engineer's Report

Willamette River Overflow Bridge
M.P. 30.1
Albany-Junction City Highway
Lane County
June 1977

(a) Project Description

The project is located 1 mile south of the City of Harrisburg. The existing facility consists of a section having two 12-foot travel lanes. The purpose is to replace a structurally deficient bridge.

Portland cement concrete has been selected for material on the basis of economy and compatibility with the present facility. Geometrics for the project are based on tolerable conditions for mobility and safety for the expected traffic during the next fifteen/twenty years. Structure and approach widths have been determined from tolerable conditions and existing widths on adjacent sections of roadway. Examination of the present bridge conditions indicates that replacement is warranted.

The project is within the Willamette River flood plain; however, no long-term effects will be associated with this structure replacement project. Sufficient right of way will be available. Materials will be obtained from commercial sources.

(b) Plans

A site plan and a plot plan are attached.

(c) Construction Cost Estimate

A detailed construction cost estimate is attached.

(d) Construction Schedule

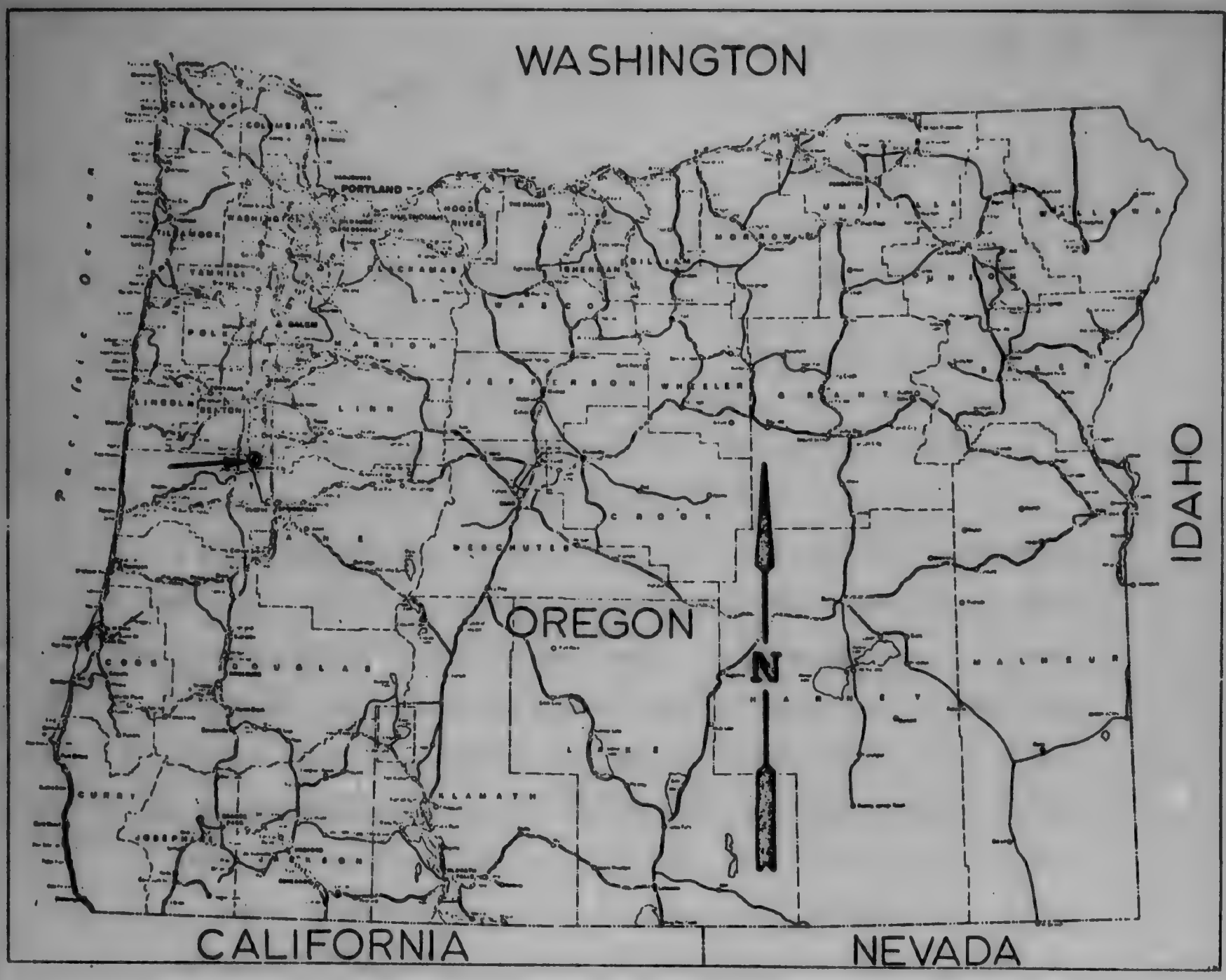
The estimated construction time of the project is seven months. The contract should be awarded soon to take advantage of low water conditions.

(e) Additional Information

The Albany-Junction City Highway is a minor arterial connecting the cities of Albany and Junction City. It also serves many small communities along the route. The 1976 average daily traffic is 4,500 in the project area. Normal growth factors for traffic would not extend these figures beyond the capacity of the highway during the expected service life of the project. Limitations on funding have prevented timely reconstruction of many Oregon highways; consequently, many sections are beyond their expected service life. Serious distress is apparent in many sections of pavement and numerous bridge structures. These deficiencies cannot be corrected by major reconstruction because of the limitations on available federal and state funding. This problem is not merely statewide but national in scope.

In recognition of this problem, the U.S. Department of Transportation, through the Federal Highway Administration, has authorized use of Federal Highway Trust Funds for resurfacing, restoring and rehabilitating highways. Oregon is undertaking a major effort to restore these sections of highway under that program. This project is in furtherance of that policy established by the Federal government and by the state of Oregon.

EXHIBIT 11 - B - 3
Sheet 3 of 8



PLOT PLAN

ODOT # B-1
Willamette River Overflow Bridge
Albany-Junction City Highway
Lane County

EXHIBIT II - B - 3
Sheet 1 of 9

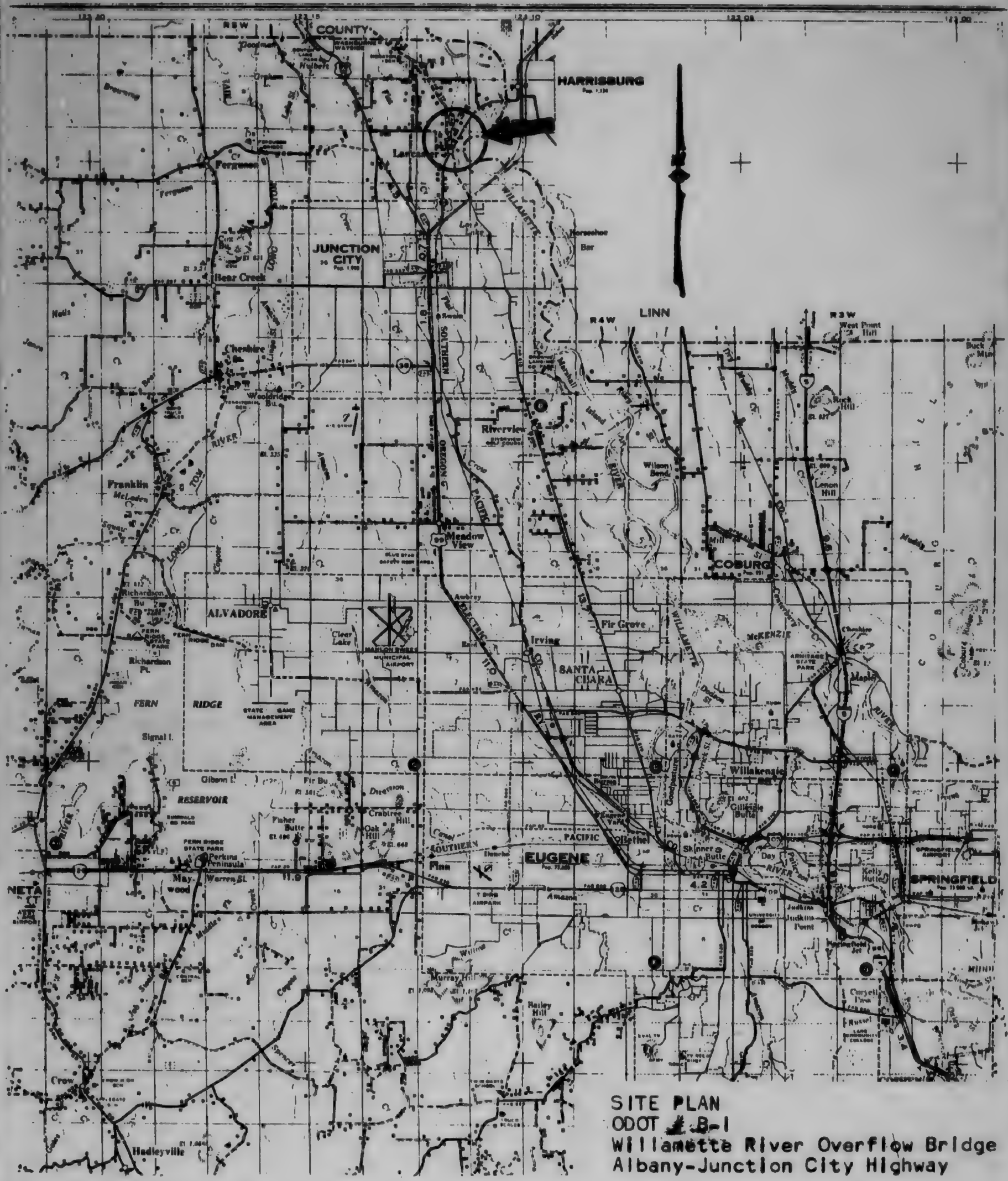

COUNTY
HARRISBURG
Lancaster
Ferguson
JUNCTION CITY
Bear Creek
Cheshire
Wooldridge
Riverview
Franklin
McLaren
ALVADORE
Richardson
FERN RIDGE
RESERVOIR
Fisher Butte
Crabtree Hill
Oak Hill
Perkins Peninsula
Maywood
Warren St
NETA
Hadleyville
Meadow View
Irving
Fir Grove
SANTA CLARA
Willakenzie
Gillespie Butte
Skinner Butte
EUGENE
Flinn
Murray Hill
Bailey Hill
Crow
LINN
COBURG
Wilson Bend
Lenon Hill
Rock Hill
West Point Hall
Buck Mtn
McKENZIE
Maple
SPRINGFIELD
Kelly Butte
Day
Dillethel
Judkins Point
Marcola
Mohawk
Coburg Ridge
SOUTHERN PACIFIC
WILLAMETTE
McKENZIE RIVER
MOHAWK RIVER
WILLAMETTE RIVER
TOM
LONG
Horseshoe Bar
Long Tom
Clear Lake
Signal I.
Gibson I.
Fir Bu
Richardson Pl.
Richardson Bu
Cheshire Bu
Wooldridge Bu
Fisher Bu
Ferguson
Ferguson Bu
Holbert
Orchard
Franklin
Long Tom
Fisher Butte
Oak Hill
Crabtree Hill
Gillespie Butte
Skinner Butte
Dillethel
Day
Kelly Butte
Rock Hill
Lenon Hill
Buck Mtn
Maple
Coburg Ridge
Mohawk
Marcola
Judkins Point
Russell
Campbell Park
Springfield Jct
Springfield Airport
Eugene Yard
Coburg Yard
Junction City Yard
Irving Yard
Fir Grove Yard
Flinn Yard
Eugene Yard
Springfield

EXHIBIT II - B - 3
ODOT B - 1

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 5 of 8 Sheets

ection Willamette R. Overflow Bridge (M.P. 30.1) Unit
ighway Albany - Junction City County Lane Prefix
ength Designer Draftsman Date
gned Title

Grading & Drainage		$ 132,667.00
Surfacing		$
Extra Work		
Salv. & Rein. Guide Posts	$ 250.00	
Cost to Move Utilities	3750.00	
Total Extra Work		$ 4000.00
TOTAL		$ 136,667.00
+ 20% Engineering and Contingencies		$ 27,333.00
Structures		
See Sheet 7 of 8	$ 186,000	
Total Structures		$ 186,000
Right of Way		$
Total Estimated Cost		$ 350,000.00

EXHIBIT II - 3
ODOT B - 1

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 6 of 8 Sheet

Section Willamette R. Overflow Bridge (M.P. 30.1) Unit
Highway Albany-Junction City County Lane Prefix
Length Designer Draftsman Date

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Mobilization	Lump Sum				6%	7466.00
Temp. Prot. & Direct. of Traffic	Lump Sum					2985.00
Temporary Signs	Lump Sum					1,201.00
Temporary Barricades	Lump Sum					3000.00
Flagmen	Hour				16.00	1280.00
Topsoil	Cu. Yd.					
Clearing & Grubbing	Lump Sum					600.00
Rem. of Struct. & Obstruct.	Lump Sum					15,000.00
Embankment in Place	Cu. Yd.				5.00	30,310.00
Finishing Roadbeds & Slopes	Lump Sum					500.00
Trench Excavation	Cu. Yd.			20	8.00	160.00
Class "B" or "C" Asph. Conc. Mix	Ton			612	10.00	6120.00
Class "C" Asph. Conc. Wear Surf.	Ton			1041	10.00	10,410.00
Asphalt Cement in Mixtures	Ton			107	75.00	8,025.00
Cement Additive	Ton			11	75.00	825.00
Tack Coat (Emulsified Asphalt)	Ton			1	350.00	350.00
12-inch Culvert Pipe	Lin. Ft.			120	13.00	1560.00
Guard Rail, Type 2A	Lin. Ft.			250	10.00	2500.00
Guard Rail, Type 3	Lin. Ft.			100	18.00	1800.00
Rail End Pieces, Type C	Each			4	150.00	600.00
Guard Rail Anchors, Type I	Each			4	300.00	1200.00
Aggregate Base	Ton			3280	8.50	27,880.00
Loose Riprap, Class 100	Cu. Yd.			360	18.00	6,480.00
Filter Blanket	Cu. Yd.			105	15.00	1575.00
Toe Trench Excavation	Cu. Yd.			120	7.00	840.00

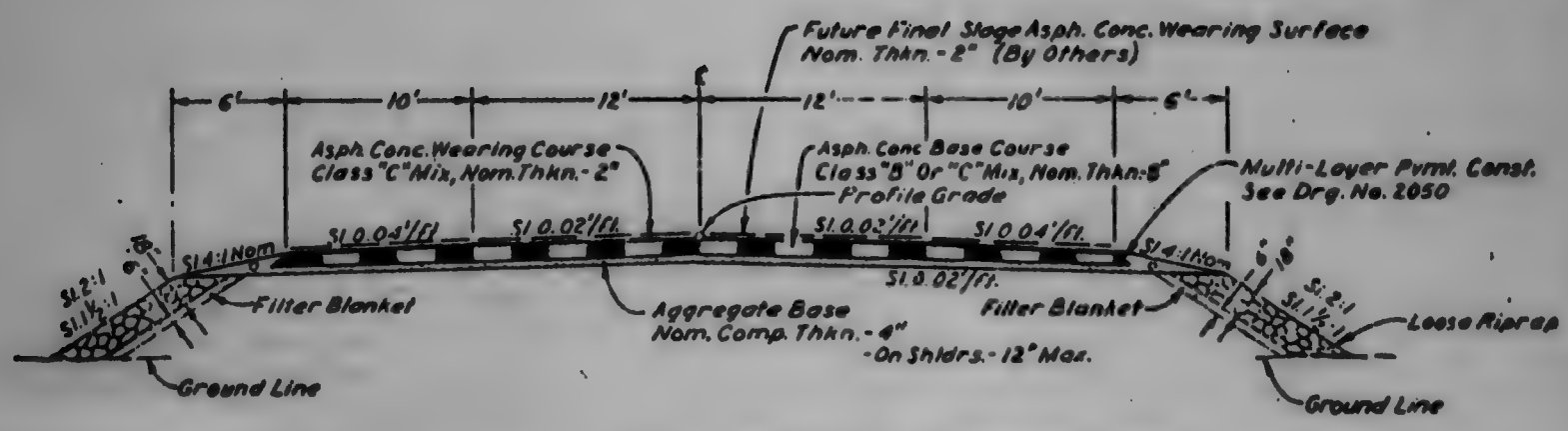
EXHIBIT II-B-3
ODOT B-1
Sheet 7 of 8

OREGON STATE HIGHWAY DIVISION - BRIDGE SECTION
ESTIMATE SHEET

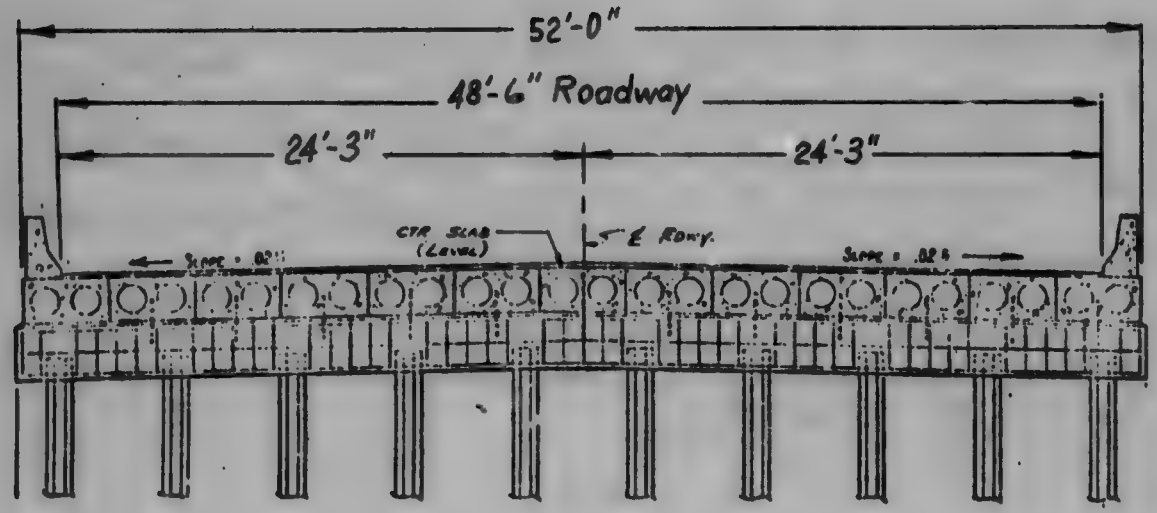
Bridge Name Willamette R. Diversion Br. County Lane Bridge No. 17409
Section and Station Jasper-Lowell Stage Highway Albany-Mt. City Hwy.
Estimate Made By BTT Date 12/30/76 Checked By GWV Date 1-13-77
Description

Estimate From No Plans Sketch Completed Plans Drawing No.
(Strike out the ones which do not apply)
Calculation Book No. 1606 Loading HS-20

ITEMS	UNIT	QUANTITIES			COST	
		Substrct.	Superstrct.	Total	Rate	Amount
Mobilization	All			ALL		11,000 ±
Shoring, Cribbing, etc.	All			ALL		2,145 ±
Structural Excavation	Cu.Yd.	55		55		550 ±
Excavation Below Elev. Shown	Cu.Yd.					
Untreated Timber Piling (No.)	Lin.Ft.					
Treated Timber Piling (No.)	Lin.Ft.					
Steel Piling (No.)	Lin.Ft.					
Prestr. Conc. Piling (No. 12"/24"/12"x43')	Lin.Ft.	1139		1139	9 ±	10,251 ±
Furnish Pile Driving Equipment	All			ALL	6,000 ±	6,000 ±
Drive Timber Piling	Lin.Ft.					
Drive Steel Piling	Lin.Ft.					
Drive Prestressed Conc. Piling	Lin Ft	1139	-	1139	3 ±	3,417 ±
Structural Concrete Class 3300-1W2	Cu.Yd.	43	37	80	150/170	12,740 ±
Metal Reinforcement	Lbs.	6055	4560	10,615	.26	2,760 ±
Structural Steel	Lbs.					
Prestressing Steel	Lbs.					
Prestr. Conc. (21" Slabs - 56 @ 3½) 4' x 56.29' x 12 ± = 2702	Each	—	26	26	2,700 ±	70,200 ±
Rail #	Lin.Ft.					
Slope Paving (incl. preparation)	Sq.Yd.					
Slope Paving Curb	Sq.Yd.					
Drain Pipe	Lin.Ft.					
Berm Paving	Sq.Yd.					
R.C. End Panels	Sq.Yd.		237.3	237.3	30 ±	7,119 ±
Expansion Jts.	Lin.Ft.					
Electric Conduit	Lin.Ft.					
Membrane Waterproofing	Sq.Yd.		607.2	607.2	3 ±	1,821 ±
Removal of old Bridge 26' x 215.5' x 32'	All	—	—	-1 ALL	—	24,000 ±
Maintenance of Traffic	All	—	—	—	—	
Subtotal						155,000
Plus 20 % Percent for Engineering & Contingencies						31,000
					TOTAL COST	$186,000



TYPICAL ROADWAY SECTION



TYPICAL BRIDGE SECTION

ODOT # B-1
Willamette River Overflow Bridge
Albany-Junction City Highway
Lane County

DEPARTMENT OF JUSTICE

ODOT B-1
Willamette River Overflow Bridge
Albany-Junction City Highway
Lane County

EXHIBIT II-B-4

I hereby certify that ODOT has either fee title, permanent easements or the necessary legal interests in and to the property on which the bridge will be constructed under ODOT Project B-1 applied for in this application. Other rights required for the construction of said bridge, rights of entry if necessary, will be acquired before the letting of the construction contracts for said bridge.

James L. Sollis
Jack Sollis
Assistant Attorney General and Counsel

6-28-77
Date

June 22, 1976, the Department responded to the terms that were proposed for agreements and conciliation as follows below:

1. As the Highway Division did not in fact hire anybody until after the respondent had had an opportunity to submit an application, we do not feel that any monitory consideration is due the respondent.
2. N/A
3. Although the respondent alleged that he was informed that only applications of minorities were being accepted, the Highway Division does not concur that information was in fact given to him. The Highway Division did offer the respondent an application of employment two days later which he refused to accept. The Highway Division does not feel that it has been engaging in any practice of unequal job opportunity in its employment practices.
4. The training of all personnel involved in the hiring process in EEO and Affirmative Action procedures, principles, etc., is in agreement with our past and present plans for the Department.
5. If you deem it necessary, the Highway Division has no objections to the Civil Rights Division reviewing its procedures in hiring.

On July 27, 1976, the Department signed a Bureau of Labor form agreeing to the following:

1. The Respondent agrees not to make distinctions regarding race and color in the taking of applications for employment considerations.
2. The Respondent agrees to establish an agency procedure for the selection of unskilled and semi-skilled workers, as provided by ORS 240.390, that will insure equal opportunity in employment and employment opportunities.

Leron Trahan (BL) (race/color), resigned from the Division July 15, 1975, and filed a complaint with the Oregon Bureau of Labor, Civil Rights Division, July 23, 1975 alleging discrimination because of race. There has been no decision on the case by the Bureau to date.

Gary Harris (BL) (race/color), an applicant filed a complaint with the Oregon Bureau of Labor, Civil Rights Division, September 4, 1975 alleging discrimination in the employment process by not being selected by the Division for employment. There has been no decision on the case by the Bureau to date.

John D. Thim (WH) (race/color), case number F-FEP-RD-75-1611 filed a complaint with the Oregon Bureau of Labor, Civil Rights Division, March 4, 1975, alleging discrimination in the employment process for not being permitted to file an application for employment with the State Highway Division.

On August 12, 1975, a Notice of Determination was sent to the Department, advising that after thorough investigation and review of the case, it was determined that substantial evidence has been found to support the allegation of the complaint of discrimination.

On June 11, 1976, a letter was written by the conciliator for the Bureau of Labor, Civil Rights Division, asking the Department to consider the following for conciliation:

1. Respondent awards $100.00 to Complainant.
2. Complaintant accepts $100.00 from Respondent as settlement in full of the allegations contained in his complaint.
3. Respondent agrees to cease any practice of unequal job opportunity in its application procedure.
4. Respondent agrees to train all personnel involved in hiring process in EEO and Affirmative Action procedure, principles, etc.
5. Respondent agrees to allow review of its procedures of hiring by the Civil Rights Division for a period of two years.

ODOT E-1

ODOT
EXHIBIT II C-1

United States District Court for the District of Oregon, Case No. 76-736 entitled Eugene Jackson, et al, plaintiffs, and William T. Coleman, et al, defendants, is a case alleging discrimination because of race.

The complaint and summons were served on the United States Attorney on August 23, 1976, and on state officials, September 1, 1976.

The parties to the lawsuit are:

Plaintiffs: Eugene Jackson, individually and as Executive Director of Northwest Minority Contractors Association, Inc., a non-profit Oregon corporation;

Wendell E. Brown, dba Mustang Building Co.;

Carl Brewster, dba Accent Carpet Service;

Baldwin Sanitary Service, Inc., an Oregon corporation;

Pacific Landscape Contractors Ltd., an Oregon corporation;

Martinairs General Construction Company, Inc., an Oregon corporation;

Ernest Reves, dba Cascade Roofing and Asphalt Co.;

Edwin L. Wilson, D. Harrison, B. McKinney and Willard Harris.

Defendants: William T. Coleman, individually and as United States Secretary of Transportation;

The United States Department of Transportation;

Norman T. Tiemann, individually and as Federal Highway Administrator;

L. E. Lybecker, individually and as the Regional Construction and Maintenance Director;

G. L. Green, individually and as the Oregon Division Administrator;

3. The Respondent agrees to utilize the Technical Assistance section of the Civil Rights Division of the Bureau of Labor. Personnel Division of the Executive Department, and other State of Oregon resources as Respondent sees fit to utilize in the establishment of the selection procedure mentioned in paragraph No. 2 above.
4. The Respondent agrees that all supervisory personnel will extend their EEO and AA training to all personnel, under their supervisors involved in its recruitment, selection and hiring procedures.

The Respondent agrees that the Bureau may review compliance with this Agreement for a period of two (2) years from the date of execution of this Agreement.

It is understood taht execution of this Agreement does not constitute an admission by the Respondent of any violation of Oregon Civil Rights law.

DOT 8-1 EXHIBIT 11-C-1

on June 7, 8 and 9, 1976, by George W. Krynitsky of the Construction and Maintenance Division, Office of Highway Administration, and John Y. Yoshino, Office of Civil Rights of the Department of Highway Administration. Their report dated June 25, 1976, to Mr. Al T. Lamm, Executive Director, from Mr. Krynitsky and Mr. Yoshino, detailed the investigation. This is an investigation into the same facts alleged in the complaint of Mr. Eugene Jackson in the above-entitled judicial proceedings. Page 4 of their report lists the investigators as stating:

> "Both the state and our field offices are considered to have acted in a responsible manner within the purview of their authority and approving and proceeding with the sole source procurement of the asphalt wreckers contract. We see no violation of any federal or state laws, regulations or orders in this case."

Defendants Continued:

Ellis Casson, individually and as Region 10, Civil Rights Director;

Robert A. Burco, individually and as the Oregon State Department of Transportation Director;

F. B. Klaboe, individually and as Chief of Operations for the Oregon State Department of Transportation;

H. S. Coulter, individually and as State Highway Engineer.

The complaint is for equitable and declaratory relief and damages. The plaintiffs claim that their action "is brought to enforce rights secured by Executive Order 11625 and implementing regulations 41 CFR §§ 1 - 1.13 et seq and under 5 USC §701 et seq and 23 USC §140b and implementing regulations and under 42 USC §1981, 1983 and 1985(3) and §2000(d)."

The plaintiffs, who are minority contractors in the State of Oregon, are challenging certain actions taken by the officials of the United States, Department of Transportation and the Oregon Department of Transportation in the award of supportive service contracts in the State of Oregon during the calandar year 1976.. They claim that the State of Oregon and the State Department of Transportation allowed $22,000 of discretionary funds available to the State of Oregon for fiscal 1976 to revert to the federal government--that this was a violation of their rights under Executive Order 11625. The plaintiffs also allege that the defendants have failed to enforce certain terms of the supportive services funds regulations, thus denying them the protection of local and state laws and federal laws regarding racial discrimination.

The case was set for hearing on the plaintiffs' motion for preliminary injunction before the United States District Court for the District of Oregon on September 17, 1976. Counsel for the State defendant and counsel for the Federal defendants met with counsel for the plaintiffs prior to that hearing. The counsel for the plaintiffs agreed to withdraw his motion for preliminary injunction in return for the agreement of the counsel for the defendants that no further ~~funds~~ contracts would be awarded for supportive services without previous notification to the court and without opportunity for the plaintiff Eugene Jackson to bid on the contracts. The case is presently set for the call calendar in United States District Court for the District of Oregon for November 15, 1976, at 3:00 p.m. It should be noted that Eugene Jackson previously filed a grievance with the United States Department of Transportation. The grievance was investigated by a field review

V-A

B-1
B-2

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date August 12, 1976

Section Willamette River Overflow Structures Unit (if appl)

County Lane City

Highway Albany-Junction City State Hwy. No. Oregon 58

Termini: M.P.(if appl) MP 30.0 & MP 30.60 Length 0.60 mile

Region 3 Construction Estimate
Program Amount

B. Purpose of Project: To replace two overflow structures on the Albany - Junction City Highway. Bridge No. 3940 (MP 30.13) and Bridge No. 3941 (MP 30.45).

C. Origin & History of Project: Vicinity maps were completed in the field in 1971. A hydraulic study of the area has been completed by the hydraulic section of the Oregon State Highway Division. Both structures are included in the Six year Highway Improvement Program for construction in fiscal year 1977.

D. General Description of Project: The proposed project is to replace two treated timber structures that were constructed in 1922 with reinforced and/or prestressed concrete structures. It is proposed that the replacement will be on existing alignment and grade.

Alignment: New Existing XX Combined

Typical Section: Existing: No. Lanes 2 ; Med. 0 ; Shldrs. 2 ; Parking 0

Proposed: No. Lanes 2 ; Med. 0 ; Shldrs. 2 ; Parking 0

Traffic: Existing Facility: Existing ADT 4,500 ; Projected ADT 7200 ; Yr. 1996

Existing Level of Service C

Proposed Facility: Projected ADT 7200 ; Yr. 1996

Projected Level of Service D

Right of Way: Additional anticipated ~~No~~ Yes, No ; if yes, give approx. No. Parcels_____

Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any:

A disposal site or a means of disposing of the existing structures will have to be determined.

Type of Structure(s):

Type of structure(s) multiple span pile bent structures are proposed.

Brief Description of River or Stream and Type of Involvement, if any:

The channels involved are overflow channels lying within the westerly flood plane of the Willamette River near Harrisburg. The channel at MP 30.13 is well defined and has a definite wet land characteristic. The channel at MP 30.45 is less well defined and is cultivated. Channel involvment would be confined to the temporary impacts of removing and replac-

Local City, County or COG priorities of project: ing piling.

FHWA and/or OSHD approvals given, if any:

The project is included in the six-year highway improvement program approved by the Transporation Commission June 29, 1976.

Location or Design Alternatives (identify and describe):

Design alternatives which could modify proposed structure width and length would be considered.

Other Descriptive Information or Comments:

Originally constructed in 1922 of treated timber, supported by wood-pile bents, the structures provide a H 20 load rating and a 25 foot ginch horizontal clearance. The structures have deteriorated to where maintenance repair is no longer feasible.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The terrain is the flat to gentle rolling flood plane of the Western Willamette Valley. Soils are the semiconsolidated gravels, sands and silts of the Willamette Silts Association. Flora is primarily diversified farm crops, except in fence rows and along the Willamette riverbank and major flood channels where Riparian type vegetation persists. This vegetation consists primarily of an overstory of old growth, Big Leaf Maple and Black Cottonwood with an occasional Douglas Fir and Ponderosa Pine intermixed. A middle story of immature Maple, Elderberry, Oregon Ash, and Cascara Buckthorn over shadow an under story of Wild Blackberries, Blueberries, and numerous annual and perennial weeds.

2. Cultural:

The project area is surrounded by a rural agriculture area, the rich Willamette Silts producing a large variety of farm crops. Scattered farm homes, usually with large well landscaped yards, front on the highway and adjoining County Roads. Except for farm yards, home sites, the steeper banks of the river and overflow channels virtually all the land within a large area surrounding the bridge sites is under cultivati

Harrisburg, a rural community of approximately 1500 people, lies along the easterly bank of the Willamette River near the project site, and is primarily oriented towards providing goods and services to the surrounding farm area. Several small to medium sized commercial/industrial plants also contribute to the economic stability of the community.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

No right-of-way would be required in fee title. Temporary easements from two parcels of land may be required for detours during construction.

2. Estimated Impact on Traffic Patterns:
Only temporary disruption of traffic during construction is anticipated.

Consequences--Air Quality, Noise, Safety, etc.:

Projects of this type are not generally considered to have any impact on air quality or noise levels.

3. Estimated Impact on Land Use:

None anticipated.

Consequences:

4. Expected Impact on Natural Ecological Resources:

A small amount of wildlife habitat may be removed. The overflow channels are not considered to have any significant value as a fishery resource.

Consequences:

Not significant.

5. Expected Impact on Cultural and Scenic Resources:

No adverse impacts have been identified.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None identified

7. Potential for Controversial Issues:

None identified

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

b. Noise Standards
This project is determiend to be unrelated to traffic noise increases; hence, no noise study report will be required as per FHPM 7-7-3.

c. Water Quality Standards

d. Area Land Use and Transportation Plans, and Zoning

The proposed structure replacements would be consistant with the above plans and standards.

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- --X-NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
___ D & FEIS	___ D & F Neg.Dec.	X ASSESSMENT ONLY
___ Section 4(f)	___ Section 4(f)	___ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ___ 1 ___ 2 X 3 ___ 4

Form (1)10-75

SITE PLAN
ODOT # B-1
Willamette River Overflow Bridge
Albany-Junction City Highway
Lane County

SITE PLAN
ODOT # B-2
Willamette River Overflow Bridge
Albany-Junction City Highway
Lane County

V-6

B-1
B-2

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HISTORIC PRESERVATION OFFICE

Parks and Recreation Branch

525 TRADE STREET S.E., SALEM, OREGON 97310

DATE: March 21, 1977

Mr. Pieter Dykman, Research Coordinator
Environmental Section
412 Transportation Building
Salem, Oregon 97310

Re: Willamette River Overflow Bridges
Section
Albany - Junction City Hwy.
Lane County

Dear Sirs:

This letter is in response to the cultural resource survey carried out to assess impact of the above mentioned project on historic and archeologic sites.

After a careful review of the cultural resource survey carried out within the project area, our office can offer the following comments. We feel that no cultural resources of National Register potential have been identified which are likely to be impacted by this project. We therefore feel that Public Law 89-665 and Executive Order 11593 have been complied with and the project may go forward as planned.

Thank you for your cooperation and concern.

Sincerely,

Paul B. Hartwig
Historic Preservation Coordinator

EL:ko

6. Preliminary Identification of Areas of Critical Concern:

None identified

7. Potential for Controversial Issues:

None identified

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

b. Noise Standards
This project is determiend to be unrelated to traffic noise increases; hence, no noise study report will be required as per FHPM 7-7-3.

c. Water Quality Standards

d. Area Land Use and Transportation Plans, and Zoning

The proposed structure replacements would be consistant with the above plans and standards.

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- --X-NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
___ D & FEIS	___ D & F Neg.Dec.	X ASSESSMENT ONLY
___ Section 4(f)	___ Section 4(f)	___ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ___ 1 ___ 2 X 3 ___ 4

SITE PLAN
ODOT # B-1
Willamette River Overflow Bridge
Albany-Junction City Highway
Lane County

8626

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-3(4)

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator, Salem, Oregon

PROGRAM NO.

ITEM NO. 70108

COUNTY NAME: Lane

PROGRAM STAGE (Check) [ ] 1. [ ] 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 13 '77
REFER TO
FOR
Info | Invest. | R/O | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	4-7-77	Primary 3	Primary 58

GENERAL LOCATION:

"Willamette River Overflow Bridges"

GENERAL DESCRIPTION OF WORK:

Acquisition of Right of Way.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION

- [x] OTHER (Specify) Program change.

TEC $7,560 - FF $6,486

- [x] ACQUISITION OF RIGHT OF-WAY

CONTRICTION - ADVERTISE FOR RECEIPT
- [ ] OF BIDS

- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 3-24-77 letter, I approve the program change adding to the character of proposed work "Right of Way".

Also, as requested, you are authorized to proceed with the actual acquisition of right of way as outlined in red on map submitted with program data. Federal participation is limited to that right of way actually incorporated in the final location.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-7-77	G. K. Hansen	For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8626

8-162

ROBERT W STRAUB
GOVERNOR

Department of Transportation

STATE HISTORIC PRESERVATION OFFICE

Parks and Recreation Branch

525 TRADE STREET S.E., SALEM, OREGON 97310

DATE: March 21, 1977

Mr. Pieter Dykman, Research Coordinator
Environmental Section
412 Transportation Building
Salem, Oregon 97310

Re: Willamette River Overflow Bridges
Section
Albany - Junction City Hwy.
Lane County

Dear Sirs:

This letter is in response to the cultural resource survey carried out to assess impact of the above mentioned project on historic and archeologic sites.

After a careful review of the cultural resource survey carried out within the project area, our office can offer the following comments. We feel that no cultural resources of National Register potential have been identified which are likely to be impacted by this project. We therefore feel that Public Law 89-665 and Executive Order 11593 have been complied with and the project may go forward as planned.

Thank you for your cooperation and concern.

Sincerely,

Paul B. Hartwig
Historic Preservation Coordinator

EL:ko

8626

8

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
February 24, 1977

FROM: Duane O. Christensen
Final Design Engineer

TO: MEMO TO THE FILES

SUBJECT: Willamette River Overflow
(MP 30.1 & 30.4) Bridges
Albany-Junction City Highway
Lane County

NOTED
E. S. HUNTER

Project Management has advised that an A-95 is now required and is presently being circulated and should be approved by F.H.W.A. by the middle of March. Right-Of-Way is presently awaiting federal approval to proceed with right-of-way negotiations, which will take 5 months to clear.

This will require the project to be rescheduled for a September, 1977, bid opening.

DOC:az
cc: E. S. Hunter
L. W. Rulien
W. J. Hart, Bridge
J. B. Boyd
A. Shirley, Region III
A. Brummitt
L. K. Watson

RECEIVED
STATE HWY ENGR
FEB 28 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

(#2) 8626

8

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

February 3, 1977

TO Executive Department
Federal Aid Coordination Unit

Lane Council of Governments
135 - 6th Avenue East
Eugene, OR 97401

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No.
Section: Willamette River Overflow Structures
Highway: Albany-Junction City
County: Lane

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be federal aid funds.

BLG: ljt

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart

Region Engineer: A. Shirley, Jr.
District Engineer: Wm. Anhorn
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
FEB 8 '77
REFER TO
FOR
D/R
Sign

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 State Highway Division				
03	12] APPLICANT ADDRESS STREET [45 DOT Building	46] CITY [60 Salem		76] ZIP [80 97310		
04	12] CONTACT PERSON [45 L. W. Rulien	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563		
01	12] PROJECT TITLE [71 Willamette River Overflow Structures					
11	12] PROJECT LOCATION—CITY Albany-Junction City Hwy. OR-58	PROJECT LOCATION—COUNTY Lane	PROJECT LOCATION [79 SEC: T: 15S R: 4W			
05	SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)					
06	12] The proposed project is to replace two overflow structures constructed in [71					
07	12] 1922 with reinforced and/or prestressed concrete structures. Replacement [71					
08	12] will be required. [71					
09	12] [71					
10	12] [71					

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL		
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60		
	485,000	---	80,000	---	---	565,000		
13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45		46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79					
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways							
15	12] FEDERAL AGENCY NAME [45 U.S. Dept. of Transportation		46] FEDERAL SUB-AGENCY NAME [79 FHWA					

17 (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
XX 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
XX 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?		(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
Yes	No	Yes	No	Yes	No	Yes	No
XX 29	☐ 30	XX 31	☐ 32	☐ 33	XX 34	☐ 35	XX 36

Date: 2/3/77

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	March	1	1977

ADDITIONAL INFORMATION – ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☒ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 2/3/77

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

(c) FUNDING METHOD

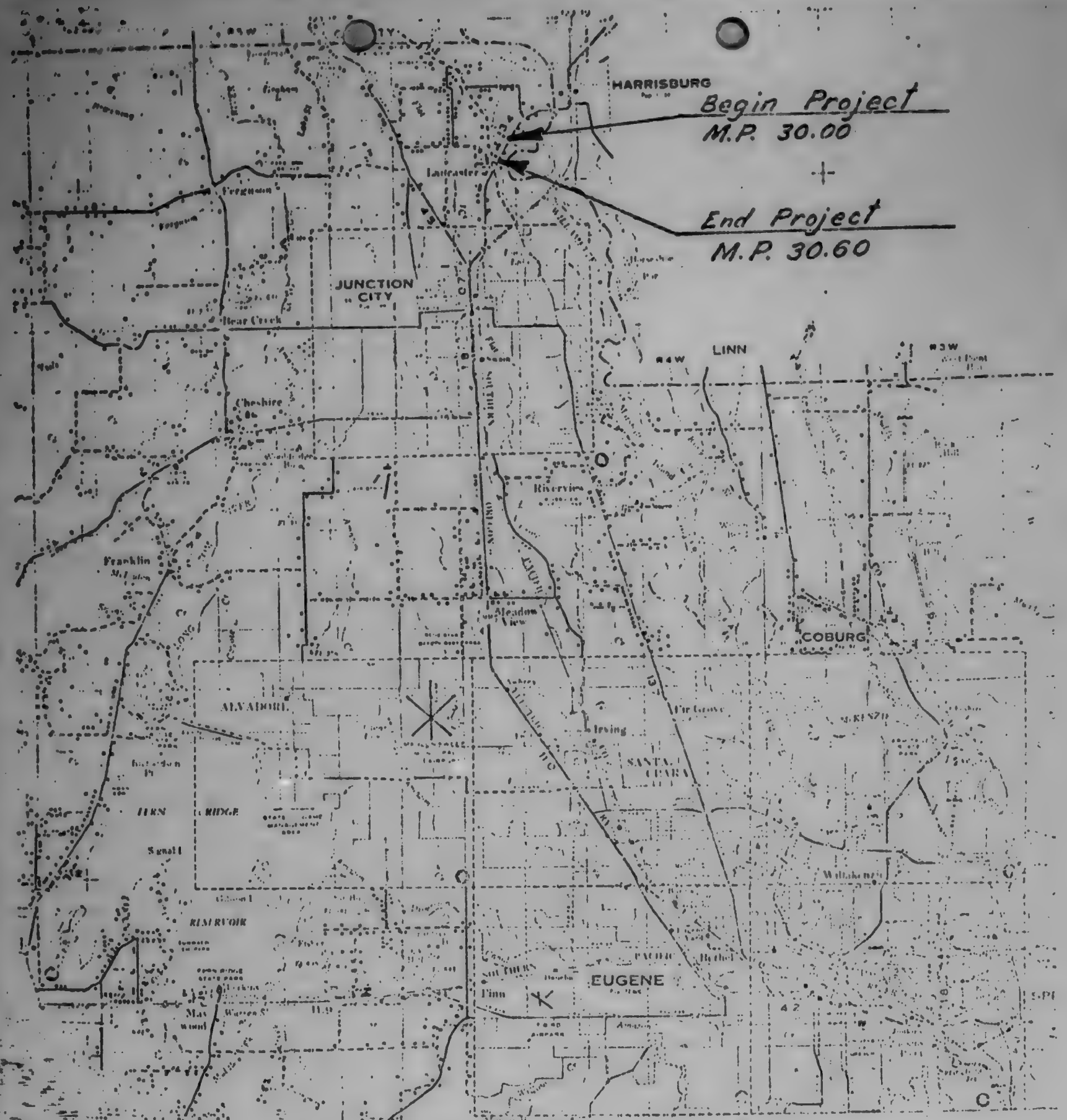
	FEDERAL SHARE	STATE SHARE	– TOTAL
First Year	%____ $_____	%____ $_____	%____ $_____
Second Year	%____ $_____	%____ $_____	%____ $_____
Third Year	%____ $_____	%____ $_____	%____ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(e) This is a Category 3 project of non-major environmental impact under Oregon's Action Plan.



Prospectus Map
Willamette River Overflow Bridges
Albany - Junction City Hwy.
Lane County
T 14, S.R. 4, W. W. M.

8626

8

LETTER OF APPROVAL AND/OR AUTHORIZATION

F-3(2)

STATE PROJECT NO.: See Below

FROM: G. L. Green, Division Administrator, Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70108

COUNTY NAME: Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 25 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	10-14-76	Primary 3	Primary 58

GENERAL LOCATION:

"Willamette River Overflow Bridges"
SR99E 1.0 & 1.4 miles south of SCL Harrisburg.

GENERAL DESCRIPTION OF WORK:

Preliminary engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC $22,500 - FF $19,300
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Authorization requested in Mr. Rulien's 10-6-76 memorandum.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-14-76	G. K. Green	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970 O-391-999

8626

9

PRO-6-2

October 6, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM L. W. Rullen

SUBJECT Project Data Submission
Item No. 70108
Project No. F-3 (2)
Willamette River Overflow Bridges
Lane County

Enclosed is data for the subject project.

We request authorization to proceed with all phases of the preliminary engineering necessary to obtain PS & E approval at an estimated total cost of $22,500 with an obligation of $19,300 in federal funds.

C. L. eb

Enc.
cc: A. Shirley (Region 3)
D. E. Swan

TRANSACTION NO.

SUBMITTED TO W. O.

FORM PR-1 (REV. 4-01)

10-6-76

FEDERAL-AID PROGRAM DATA

CARD														
2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 66		ADT	PRESENT	FUTURE (69) (70)	YEAR (71) (72)	REGION	STATE NAME					
		SR 99E 1.0 & 1.4 mi S of SCL Harrisburg			4,500	7,200	96	10	Oregon					
3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 42	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (67)	SUPV AGCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23		NUMBER 7			
	P.E. Two Bridges								F-		3 (2)			
4	CLASS OF FEDERAL FUNDS						COUNTY NAME							
	consolidated Primary						Lane							
	NAME OF URBAN AREA (29-31)						ROUTE NO.	FEDERAL-AID		STATE		U.S.		
							P	3	(32)	58	(36) (37)	-		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (42 46)	STEP	TERMINI (Full description)	MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS
1	(14 12)	(16)	41	42	48	53						
					P E			0.065	22,500	19,300	3,200	
					ROW							
					CONST (CODE) X080		"Willamette River Overflow Bridges"	0.065	252,500	216,700	35,800	
								0.065	275,000	236,000	39,000	

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
		C. L.	

1	14	PROGRAM APPROVAL DATES (16) (23) (24) (31)	REMARKS

* Former Project No. 105

FORM PR-1 (REV. 4-01)

10-6-76

FEDERAL-AID PROGRAM DATA

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 99E 1.0 & 1.4 mi S of SCL Harrisburg	ADT	4,500	7,200	96	10	Oregon	41	010	70108

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
								F-	3 (2)	*		

consolidated Primary

COUNTY NAME: Lane — CODE: 039

ROUTE NO. p — FEDERAL-AID: 3 — STATE: 58 — U.S.: -

PROGRAM STAGE: ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
				ESTIMATED PROJECT COST BY PHASES				
			0.065	22,500	19,300	3,200		
ROW								
CONST (CODE) 80		"Willamette River Overflow Bridges"	0.065	252,500	216,700	35,800		Row-80' normal; access control-none Parking restrictions - None
		PROJECT TOTALS	0.065	275,000	236,000	39,000		

C. L.

APPROVAL DATES

REMARKS

* Former Project No. 105

-over-

WILLAMETTE RIVER OVERFLOW BRIDGES

PROJECT NO. F-3 (2)

Existing Facility:

Roadway---Two 12 foot A.C. surface travel lanes with 8 foot oiled shoulders

Structures---Bridge #3940 (MP 30.13) 228 foot frame trestle structure, HC25'9", H-20 loading Bridge #3941 (MP 30.45) 114 foot frame trestle structure, HC25'8", H-20 loading

Adjacent Sections: Same as existing roadway

Project Note: Work under this project consists of the following:

1. Preliminary engineering all phases
2. Provide detour, remove existing structures and construct on existing alignment two reinforced concrete bridges approximate lengths of 228 feet and 114 feet with horizontal clearances of 40 feet, construct roadway approaches and install guardrail.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas:
none involved

FHPM-7-7-2 Requirements: Nonmajor action project concurred in by FHWA on September 13, 1976

IM 50-1-70 Requirements: Exempt from State clearinghouse and District 5 clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements

(a) Public Hearings---None required under Oregon Action Plan.
(b) Location/Design---Not a factor in the development of this project.

Note: This project is in Congressional District No. 4

8626

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: September 16, 1976

FROM: L. W. Rulien
Program Management Engineer

SUBJECT: PROJECT ASSESSMENT

Willamette River Overflow Structures
Albany-Junction City Hwy.
Lane County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of ~~NON-MAJOR~~ action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin
G. A. Potter
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
B. L. Gifford
Region ~~3~~: Alfred Shirley
District ~~5~~: William Anhorn
Region ~~3~~ Geologist: Elliott Parker

81.125.1381

8626

9

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: Sept. 13, 1976

In reply refer to: 1041B-2

SUBJECT: Willamette River Overflow Structures
Albany-Junction City Hwy.
Lane County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's August 17, 1976, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

for G. L. Green

RECEIVED
STATE HWY ENGR
SEP 14 '76
REFER TO
Rulien
FOR
Info | Inves | R/D | D/R | Sign

noted OK

8626

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date August 12, 1976

Section Willamette River Overflow Structures Unit (if appl)

County Lane City

Highway Albany-Junction City State Hwy. No. Oregon 58

Termini: M.P.(if appl) MP 30.0 & MP 30.60 Length 0.60 mile

Region Construction Estimate
Program Amount

B. Purpose of Project: To replace two overflow structures on the Albany - Junction City Highway. Bridge No. 3940 (MP 30.13) and Bridge No. 3941 (MP 30.45).

C. Origin & History of Project: Vicinity maps were completed in the field in 1971. A hydraulic study of the area has been completed by the hydraulic section of the Oregon State Highway Division. Both structures are included in the Six year Highway Improvement Program for construction in fiscal year 1977.

D. General Description of Project: The proposed project is to replace two treated timber structures that were constructed in 1922 with reinforced and/or prestressed concrete structures. It is proposed that the replacement will be on existing alignment and grade.

Alignment: New Existing XX Combined

Typical Section: Existing: No. Lanes 2 ; Med. 0 ; Shldrs. 2 ; Parking 0

Proposed: No. Lanes 2 ; Med. 0 ; Shldrs. 2 ; Parking 0

Traffic: Existing Facility: Existing ADT 4,500 ; Projected ADT 7200 ; Yr. 1996

Existing Level of Service C

Proposed Facility: Projected ADT 7200 ; Yr. 1996

Projected Level of Service D

Right of Way: Additional anticipated No ; if yes, give approx. No. Parcels_____
Yes, No

Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any:
A disposal site or a means of disposing of the existing structures will have to be determined.

Type of Structure(s):

Type of structure(s) multiple span pile bent structures are proposed.

Brief Description of River or Stream and Type of Involvement, if any:
The channels involved are overflow channels lying within the westerly flood plane of the Willamette River near Harrisburg. The channel at MP 30.13 is well defined and has a definite wet land characteristic. The channel at MP 30.45 is less well defined and is cultivated. Channel involvment would be confined to the temporary impacts of removing and replac
Local City, County or COG priorities of project: ing piling.

FHWA and/or OSHD approvals given, if any:
The project is included in the six-year highway improvement program approved by the Transporation Commission June 29, 1976.

Location or Design Alternatives (identify and describe):
Design alternatives which could modify proposed structure width and length would be considered.

Other Descriptive Information or Comments:
Originally constructed in 1922 of treated timber, supported by wood-pile bents, the structures provide a H 20 load rating and a 25 foot 9inch horizontal clearance. The structures have deteriorated to where maintenance repair is no longer feasible.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The terrain is the flat to gentle rolling flood plane of the Western Willamette Valley. Soils are the semiconsolidated gravels, sands and silts of the Willamette Silts Association. Flora is primarily diversified farm crops, except in fence rows and along the Willamette riverbank and major flood channels where Riparian type vegetation persists. This vegetation consists primarily of an overstory of old growth, Big Leaf Maple and Black Cottonwood with an occasional Douglas Fir and Ponderosa Pine intermixed. A middle story of immature Maple, Elderberry, Oregon Ash, and Cascara Buckthorn over shadow an under story of Wild Blackberries, Blueberries, and numerous annual and perennial weeds.

2. Cultural:

The project area is surrounded by a rural agriculture area, the rich Willamette Silts producing a large variety of farm crops. Scattered farm homes, usually with large well landscaped yards, front on the highway and adjoining County Roads. Except for farm yards, home sites, the steeper banks of the river and overflow channels virtually all the land within a large area surrounding the bridge sites is under cultivat

Harrisburg, a rural community of approximately 1500 people, lies along th easterly bank of the Willamette River near the project site, and is primarily oriented towards providing goods and services to the surrounding farm area. Several small to medium sized commercial/industrial plants also contribute to the economic stability of the community.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

No right-of-way would be required in fee title. Temporary easements from two parcels of land may be required for detours during construction.

2. Estimated Impact on Traffic Patterns:
Only temporary disruption of traffic during construction is anticipated.

Consequences--Air Quality, Noise, Safety, etc.:

Projects of this type are not generally considered to have any impact on air quality or noise levels.

3. Estimated Impact on Land Use:

None anticipated.

Consequences:

4. Expected Impact on Natural Ecological Resources:

A small amount of wildlife habitat may be removed. The overflow channels are not considered to have any significant value as a fishery resource.

Consequences:

Not significant.

5. Expected Impact on Cultural and Scenic Resources:

No adverse impacts have been identified.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None identified

7. Potential for Controversial Issues:

None identified

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

b. Noise Standards
This project is determiend to be unrelated to traffic noise increases; hence, no noise study report will be required as per FHPM 7-7-3.

c. Water Quality Standards

d. Area Land Use and Transportation Plans, and Zoning

The proposed structure replacements would be consistant with the above plans and standards.

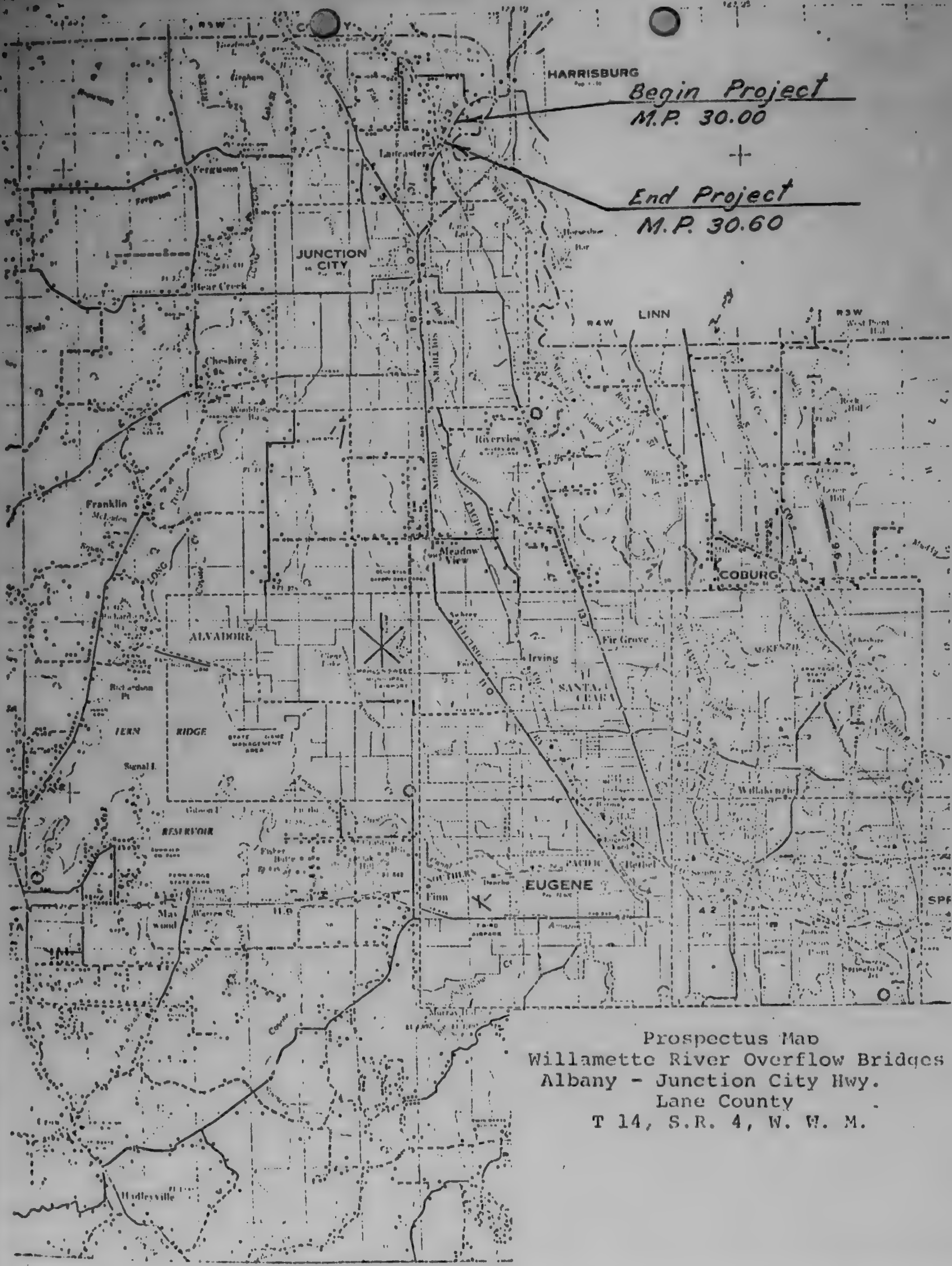
C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- --X-NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	X ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 __X__ 3 ____ 4



Prospectus Map
Willamette River Overflow Bridges
Albany - Junction City Hwy.
Lane County
T 14, S.R. 4, W. W. M.

8626

FORM E-BOX

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE

TO June 9, 1976

C. O. Fredrickson
Regional Engineer

FROM E. S. Hunter
Deputy State Highway Engineer

SUBJECT Willamette River O'Flow Structures
Harrisburg-Junction City Section
Albany-Junction City Highway
Lane County
Bridges No. 3940 and 3941

The Bridge Section has recently reviewed all the bridge inspection reports and assembled a long list of structures that need to be replaced. Overflow structures south of the Harrisburg Bridge (Bridges No. 3940 and 3941) do not appear on the replacement list.

Accordingly, I would predict that it will be at least the '79-'81 biennium before they can be considered for replacement and you should proceed with the minimum repairs necessary to maintain the structures until that time.

ESH:ja

cc H. S. Coulter
R. L. Schroeder (enc.)
D. H. Moehring "
Walt Hart

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

RECEIVED
STATE HWY ENGR
JUN 8 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

FILE: Brs.Nos. 3940, 3941

Salem, Oregon
June 8, 1976

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Willamette R. O'flow Structures
Harrisburg-Junction City Section
Albany-Junction City Hwy.
Lane County
Bridges 3940 and 3941

In reference to C. O. Fredrickson's letter of June 1, 1976, the estimates for the subject structures appear to be low for the precast slab replacement alternate. Replacement with a timber structure is not recommended.

The roadway width of 32'-0" does not seem reasonable on these short structures as the current roadway width, including shoulders, is 40'-0" through most of this section and a recently completed overflow replacement structure in this section has a 48'-0" width plus a separated bikeway of 8'-0". A 48'-0" width is recommended.

Vicinity maps and a firm decision on roadway width are needed for design purposes. Once these are received, six weeks is required to accomplish the design and detailing In addition, eight weeks are required by the specifications unit to prepare the project for letting. This totals three and one-half months from receipt of vicinity maps to bid opening.

It is quite probable that a Corps of Engineers' 404 Permit will be required for these structures. This requires about six months to process from the time preliminary plans are available.

Estimates for precast concrete replacement structures are as follows:

	BR 3940	BR 3941
32' Roadway - No sidewalk	$155,000	$123,000
48' Roadway - No sidewalk	186,000	148,000
48' Roadway with 8' Bikeway	204,000	163,000

Estimate includes cost of new structure, detour, removal of existing bridge, mobilization and 20 percent for engineering and contingencies, but does not include cost of grading. It appears that Mr. Fredrickson's estimate may not include the cost of detours.

JEB:dh

cc C. O. Fredrickson
P. M. Oakley

FORM 81-734-8030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 1, 1976

FROM: C. O. Fredrickson
REGION II ENGINEER

TO: H. S. Coulter
STATE HIGHWAY ENGINEER

SUBJECT: Willamette River Overflow Structures
Harrisburg Junction City Sec.
Albany Junction City Highway
Lane County

Bridge number 3940 and bridge number 3941 are located south of Harrisburg on the Albany Junction City Highway (99E) and are overflow structures located on the west flood plain on the Willamette River. Recent repair work to the deck on these structures has indicated that both of them are in need of extensive repair. Both structures have been proposed as bridge replacement projects, but do not appear as a high enough priority to make them eligible, at the present time, for the bridge replacement program. The condition of these structures leaves us four alternatives as to how we can best proceed to continue to make them safe for carrying highway traffic.

ALTERNATE # 1 = Repair structures as necessary at the present time.

Bridge Number 3940

Inspection of this structure indicates that at this time the structure requires the following work:

Replace 30 Stringers
Replace all Deck Plank
Replace all 2" by 2" Decking
Replace Fellow Guards
Replace Handrail Posts
Replace Handrail

Cost of Materials	=	$11,670
Estimated Cost of Labor	=	12,770
Estimated Equipment Rental	=	4,529
Total Cost of Immediate Repair	=	$28,969

RECEIVED
STATE HWY ENGR
JUN 2 '76
REFER TO
ESL
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Bridge Number 3941

Inspection of this structure indicates that the following repairs are required:

Replace 15 Stringers
Replace all Deck Plank
Replace all 2" by 2" Decking
Replace Fellow Guards
Replace Handrail Posts
Replace Handrail

cy delivered 6-9-76

6-2-76 Walt. Check replacement estimates. Can we have them ready for ...

NOTED

Estimated Cost of Materials	=	$ 5,293
Estimated Cost of Labor	=	7,981
Estimated Cost of Equipment Rental	=	2,831
Total Cost of Immediate Repair	=	$16,105

ALTERNATE #2 = Replace structure with a timber structure utilizing existing substructure (PILES etc.) widening structure to 32' between fellow guards.

The Hydraulics Report dated November 22, 1974, indicates that these structures could be shortened. This has been taken into account in the preparation of this estimate. It should also be noted that the substructure is 15 years old and will probably require extensive repair during the next 10 to 15 years.

Bridge Number 3940

Estimated Cost of Materials	=	$22,000
Estimated Cost of Labor	=	16,000
Estimated Cost of Equipment Rental	=	6,000
Total Structure Replacement Cost	=	$44,000
Grading Costs would be an Additional		17,400 for a
Total Estimated Cost of Replacement	=	$61,400

Bridge Number 3941

Estimated Cost of Materials	=	$16,000
Estimated Cost of Labor	=	13,000
Estimated Cost of Equipment Rental	=	4,500
Total Structure Replacement Cost	=	$33,500
Grading Cost	=	9,200
Total Cost	=	$42,700

ALTERNATE #3 = Replace structure in total with prestressed concrete piling, concrete caps, and precast prestressed slab superstructure using a 32' roadway.

Bridge Number 3940

Estimated Cost of Structure	=	$96,000
Estimated Cost of Grading	=	22,500
Estimated Engineering Cost	=	23,700
Total Replacement Cost	=	$142,200

Bridge Number 3941

Estimated Cost of Structure	=	$64,000
Estimated Cost of Grading	=	11,200
Estimated Engineering Cost	=	15,040
Total Replacement Cost	=	$90,240

20

ALTERNATE #4 = Continue to patch and keep this structure in reasonable traffic carrying condition.

A continual effort in patching the deck and replacing those portions of the superstructure, which require immediate repair, has been in effect for several years. A considerable amount of relief in this area was realized when the approaches to the Harrisburg Bridge were reconstructed. However, these overflow structures are in about the same condition that the approaches to the Harrisburg Bridge were in prior to their reconstruction, and will continue to be a drain on the expenditures and manpower utilization in District 4 so long as they remain in their present condition. This alternate should only be pursued if none of the other three alternates appear to be reasonable.

It should be pointed out that some of the material necessary for repair or replacement of these structures is available in the District 4 stockpile. This would indicate that the expenditures shown for repair or replacement are somewhat high, if it is considered that the material we own would be utilized in this construction effort. However, we have enough timber structures throughout the State and in Region 2 so that should this material not be utilized in the repair of these two bridges there is a corresponding value in this material which could be utilized for the repair of other structures both here and in other areas of the State. The immediate repairs listed in Alternate number 1 should be made, and it is our recommendation that the cost of these immediate repairs be considered as a source of matching funds for a contract utilizing federal aid funds to replace these two structures with concrete bridges. This replacement should eliminate the necessity for extensive maintenance work in this particular area of that particular district for some time to come. It appears that this would be a better expenditure of public money than to continue to maintain as we are doing at the present time, and also a more reasonable investment than a repair of the superstructure as suggested in Alternate number 1.

Please advise this office of your feelings on this matter, and if this type of an approach is a possibility.

COF/elf
cc: Ed Payton
Howard Johnson
Dave Moehring

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

November 22, 1974
Salem, OR 97310

SUBJECT: Willamette River Overflow Str.
Harrisburg-Junction City Sec.
Albany-Junction City Highway
Lane County

TO: Files

Both Bridge #3940 and #3941 are located in T15S, R4W, on the Albany-Junction City Highway southwest of Harrisburg on the west floodplain of the Willamette River. New structures have been proposed to upgrade the highway. This hydraulics study was initiated at the request of Howard C. Johnson, District Engineer.

During major floods this section of road is inundated by overflow from the Willamette River. During the 1953 flood the U.S. Geological Survey took current measurements along the highway from which they estimated peak flows through the subject overflow bridges and across the roadway on both sides of the bridges. Following is a summary of that data.

Location	Peak Flow
Overflow Right side	1570
Bridge 3940	5390
Middle Overflow	803
Bridge 3941	2930
Overflow Left side	196

Flood frequency data indicates that the 1953 highwater had a return frequency of about 25 years.

WILLAMETTE RIVER OVERFLOW BRIDGE #3940

Structure #3940 is located at Mile Post 30.13. Howard Johnson indicated that the deck of this bridge is in very poor condition and repairs will entail replacing the entire deck.

He suggested using a shorter structure in lieu of replacing this bridge in kind. A shortened structure would create more backwater which would divert more water to the road overflow sections. It was estimated that reducing the structure length to 100 feet would result in 0.2-foot increase in the water surface upstream. Discharge through the new bridge would be reduced by 1380 cfs to 4010 cfs during a 25-year design flood. This additional backwater would not result in any upstream damage. It is recommended that the existing 220-foot wooden structure be replaced by a 100-foot structure with 1-1/2:1 side slopes.

WILLAMETTE RIVER OVERFLOW BRIDGE #3941

Bridge #3941 is located at Mile Post 30.45 on the Harrisburg-Junction City Section of the Albany-Junction City Highway. This bridge is the smaller of the two structures. Howard Johnson indicated that this structure is not in as poor a condition as Bridge #3940; however, similar repairs are needed.

Studies were conducted to determine if this structure could be replaced by a culvert or battery of culverts. It was determined that even three of the largest possible culverts would not be adequate to convey the design 25-year discharge.

Studies were then conducted to determine an adequate bridge size. It was estimated that a 60-foot structure opening would produce an additional backwater of 0.29 feet and reduce flow through the opening by 830 cfs to 2100 cfs. A 60-foot bridge with 1-1/2:1 side slopes is recommended to replace the existing 117-foot wooden structure.

Richard L. Lenz
Hydraulics Engineer

by Allen G. Mickey

Allen G. Mickey
Hydraulic Technician

AGM:jrk

cc: Victor D. Wolfe
Dave Moehring
C. O. Fredrickson
Howard C. Johnson ✓

Form 6-501

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

ESTIMATE "ALL OUTFLOW"

FOR SALE

TIMBERLINE LODGE (1976)

C.C. PAYNE
5-26-76

DEPTH 114'

		NO.	UNIT	SIZE	AMOUNT	PRICE M.B.F.	TOTAL	
STRINGERS		15	PCS	6" X 20" X 20'	3000 B.F	400.00	1,200	00
DECK PLANK		228	PCS	4" X 12" X 6'	5472 B.F	400.00	1,315	00
DECKING				3" X 12" X RL	2736 B.F	400.00	1,094	00
F.G.		12	PCS	2" X 12" X 20'	2880 B.F	400.00	1,152	00
H.R.	POSTS	22	PCS	8" X 8" X 10'	1173 B.F	300.00	352	00
H.R.		12	PCS	3" X 10" X 20'	600 B.F	300.00	180	00
				MATERIALS			5,293	00
		15	7 MAN	CREW DAYS @				
				$532.08 / DAY				
				LABOR			7,981	00
		15	DAYS	EQUIPMENT CHARGE				
			@	$188.70 / DAY				
				EQUIPMENT			2,831	00
				TOTAL			16,105	00

BRIDGE 3941

STATE FORCES

BRIDGE

MATERIALS		$ 16,000
LABOR		13,000
EQUIP		4500
		$ 33,500

GRADING

EARTHWORK	1000 YDS @ 6.00	$6000
BASE ROCK	100 YD³ @ 5.00	800
A.C.	120 TONS @ $20.00	2400
	Sub -	$9200

Grand Total $42,700

WILLAMETTE OVERFLOW
BRIDGE 3941

CONTRACT

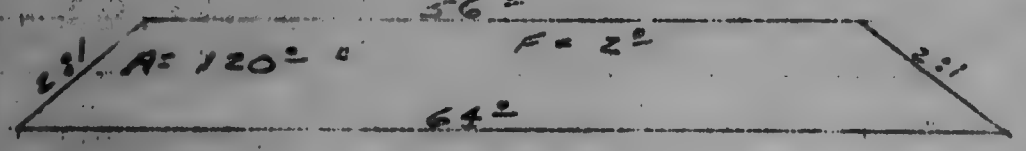
BRIDGE	—	64,000
GRADING	—	11,200
20% ENGR	—	15,040
		90,240

TAN $\theta = \frac{10}{25.67} = 21° 17' \pm$

$90° + 21° 17' = 69°$

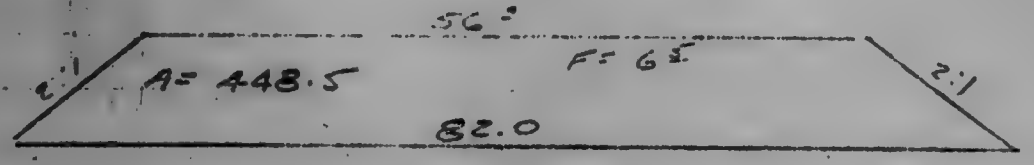
EST. # 3941
ESTIMATE QUANTITIES

EST. #1 Acount

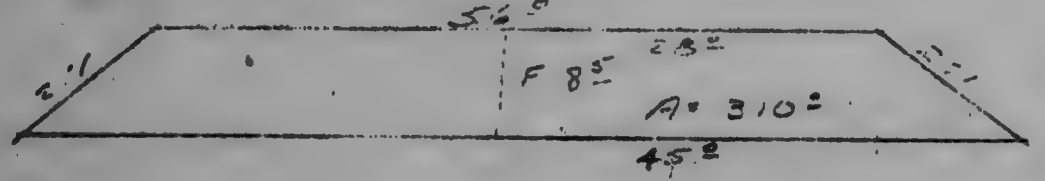


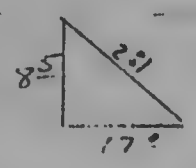
20' 210 ± YD

EST. # 2



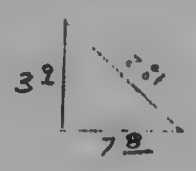
10' 140.5 YD



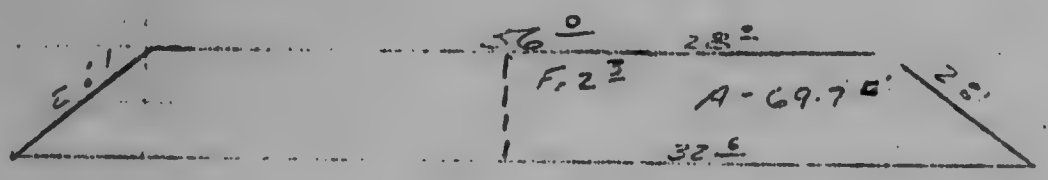


$\frac{1/2\,(7.5)(17)(69.)}{27}$ = 185 ± YD

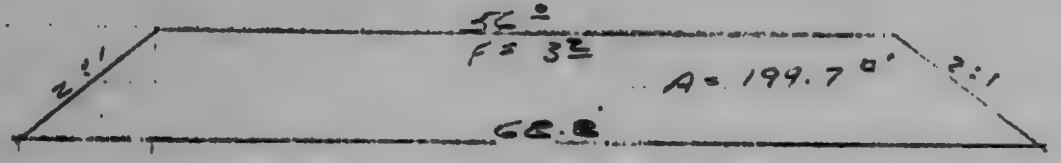
STRUCTURE ?



$\frac{1/2\,(3.9)(7.8)(62.3)}{27}$ = 35 ± YD

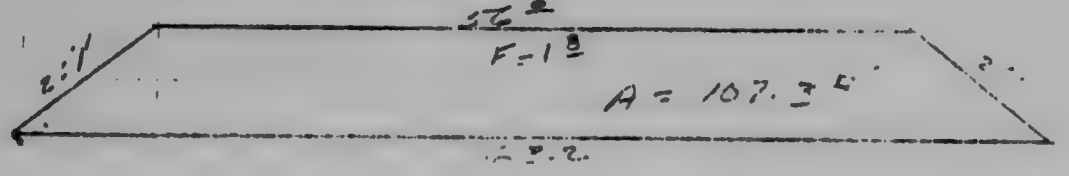


10' 49 ± YD



10' 56 ± YD

EST. #7



1000 YD ± 177.7 YD

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET ..... OF ..... SHEET

DEPARTMENT

5/17/76 WILLAMETTE [illegible] BRIDGE # 2941

WIDEN TO 32' REPLACE SUPERSTRUCTURE.

80' L 32' - 2560 #

	NO.	PCS.	SIZE		QUANTITY	PRICE F.B.M.	TOTAL	
STRINGERS	64	PCS	6" x 20" x 20'		12,800 BF	400.00	5,120.00	
DECK PLANK	160	PCS	4" x 12" x 16'		10,240 BF	350.00	3,584.00	
DECKING			2" x 2" x CL		5,500 BF	400.00	2,200.00	
F.G.	4	PCS	8" x 18" x 20'		960 BF	400.00	384.00	
F.G.	4	PCS	8" x 18" x 22'		1056 BF	400.00	422.00	
H.R	4	PCS	8" x 10" x 20'		200 BF	300.00	60.00	
H.R	4	PCS	8" x 10" x 22'		587 BF	300.00	176.00	
H.R. PORTS	20	PCS	8" x 8" x 10'		1067 BF	300.00	320.00	
BRIDGING	USE ESTIMATE NO. 1 (2/3)						1192.00	
SUB-STRUCTURE SUPPORTS	10	PCS	10" x 12" x 10'		1000 BF	350.00	350.00	
				MATERIALS			$ 13,809.00	
24	7 MAN CREW			DAYS @ $532.08/DAY				
				LABOR			$ 12,770.00	
24	DAYS EQUIPMENT			RENTAL @ $188.70/DAY				
				EQUIPMENT			$ 4,529.00	
					TOTAL		$ 31,107.00	

SUB-STRUCTURE IS 15 YEARS OLD.

NEW STRUCTURE - 32' x 25' = 64 [illegible]

Project No. 3941

Error Check

$$\frac{(34)(2)(44)}{27} = 110.8 \text{ YD}^3$$

A.C.

$$\frac{(32)(114)(.33)}{27} = 44.6 \text{ YD}^3 \text{ OR } 120 \text{ TON}$$

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

UNNAMED CR. @ OVERLOOK
BR. # 3240
IMMEDIATE REPAIRS (1976)

J.C. PAYTON
5-26-76

DEPTH 22.8'

	NO.	UNIT	SIZE	AMOUNT	PRICE PER M.B.F.	TOTAL
STRINGERS	30	PCS	6" X 20" X 20'	6000 BF	400.00	2400.00
DECK PLANK	456	PCS	4" X 12" X 6"	10 944 B.F.	300.00	3283
DECKING	2736'		2" X 2" X RL	5472 BF	400.00	2189.00
F.G.	14	PCS	8" X 18" X 20'	3360 BF	400.00	1344.00
F.G.	8	PCS	8" X 18" X 22'	2112 BF	400.00	845.00
H.R. POSTS	45	PCS	8" X 8" X 10'	2400 BF	300.00	720.00
H.R.	14	PCS	3" X 10" X 20'	700 BF	300.00	210.00
H.R.	8	PCS	3" X 10" X 22'	440 B.F.	300.00	132.00
			MATERIALS			11,670.00
24	7 MAN CREW DAYS @ # 532.08/DAY = LABOR					12,770.00
24	DAYS EQUIPMENT RENTAL @ $188.70/DAY EQUIPMENT					4529.00
				TOTAL		28,969.00

STATE FORCES

MATERIALS	$ 22,000
LABOR	16,000
EQUIP	6,000
	$ 44,000

GRADING

EARTHWORK CUT	— 1500	@	6.00	= $ 9,000
BASE	— 500	@	8.00	= 4,000
AC	— 220 TONS	@	20.00	= 4,400
				$ 17,400

$ 61,400

CONTRACT

BRIDGE	=	$96,000
GRADING	=	22,500
ENGR.	=	23,700
		$142,200

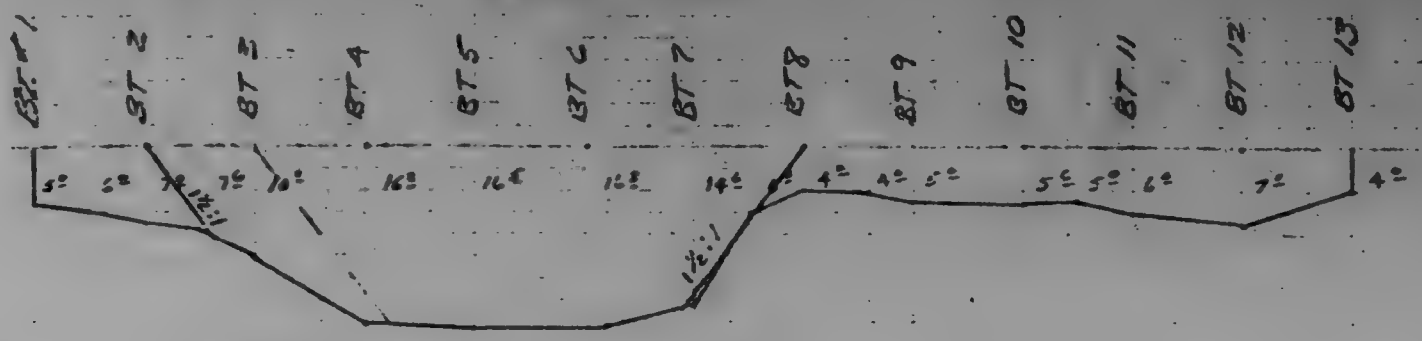
BASE ROCK

$$\frac{(44)(2)(108)}{27} = 352\ YD^3$$

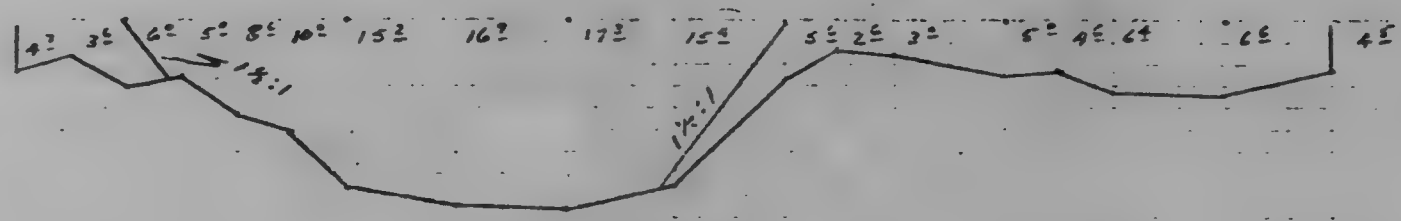
A.C.

$$\frac{(32)(228)(.33)}{27} = 89.2\ YD^3 \text{ OR } 178.4\ T$$

EAST SIDE



WEST SIDE



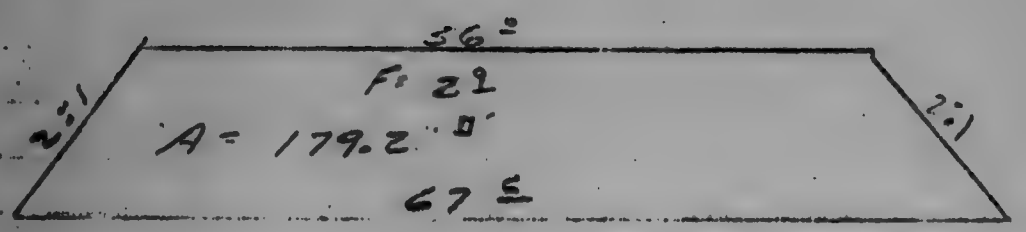
WILLAMETTE OVERFLOW
CC = 3940

HOR. 1" = 40'
VERT. 1" = 2'

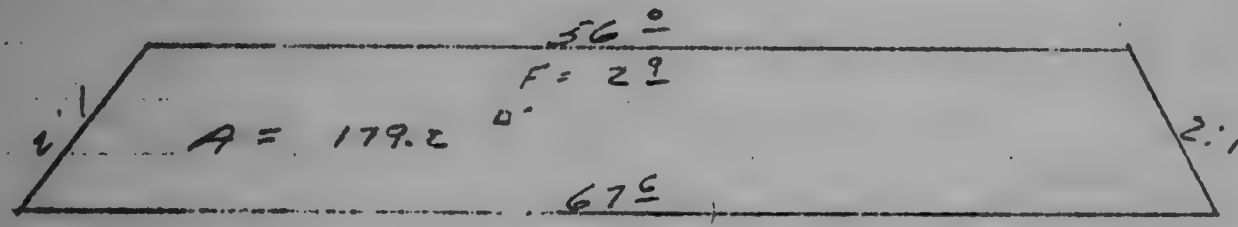
5' = 3940

EARTHWORK QUANTITIES

BT. = 1

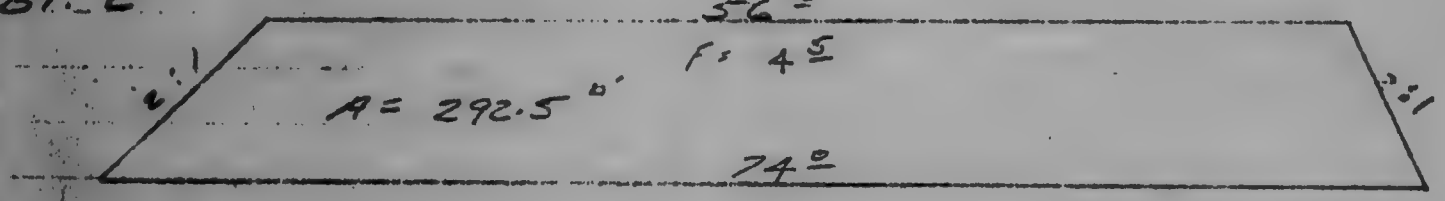


10' 179.2 ft³ ÷ 27 = 66.4 yd³

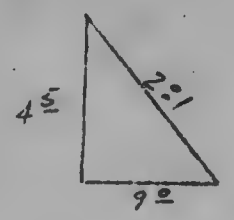


10' 87.4 yd³

BT. 2



WEDGE

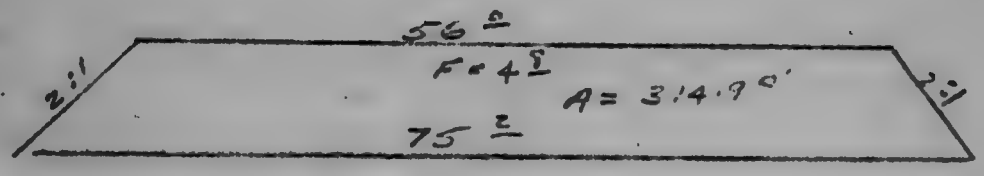


$$\frac{\frac{1}{2}(4')(9')(65)}{27} = 48.8 \text{ yd}^3$$

WEDGE

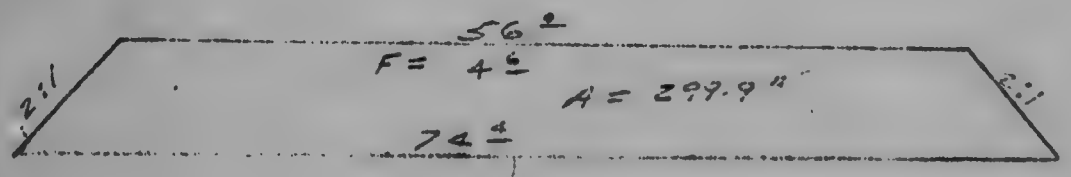
50 YD

BT. # 8



113.9 YD

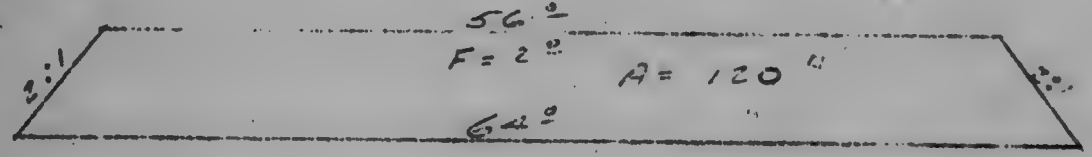
10'



10'

77.8 YD

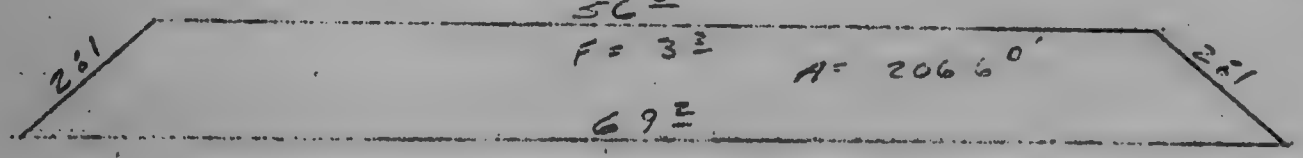
BT. # 9



20'

120.4 YD

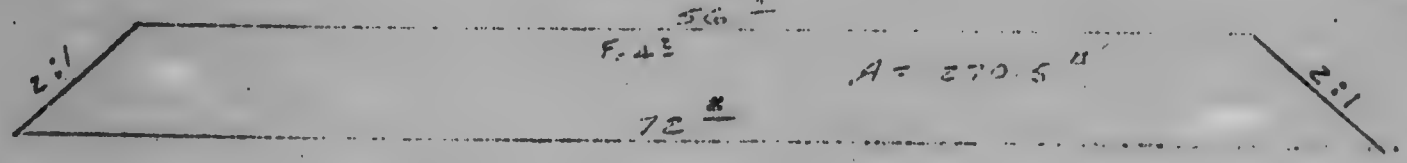
BT. # 10



20'

176.7

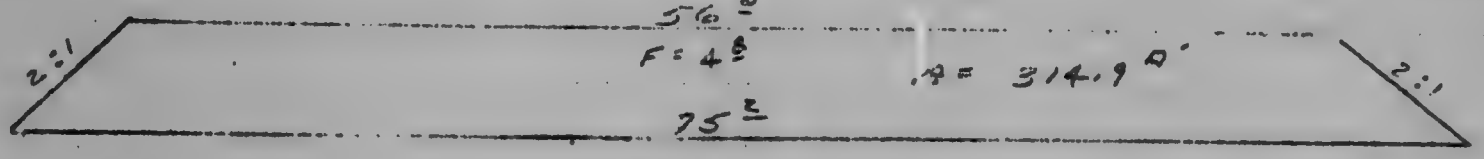
BT. # 11



20'

216.8

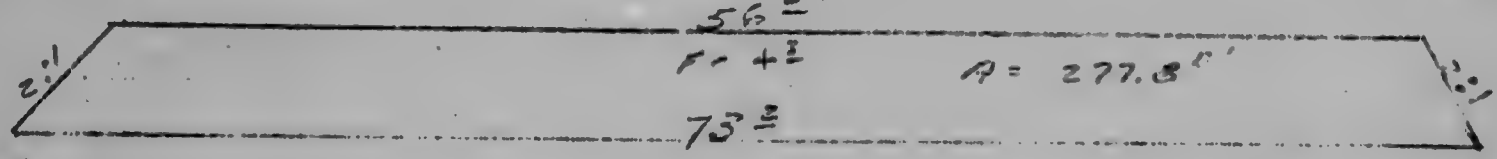
BT. # 12



20'

219.5

BT. # 13



AMOUNT 1177 -

FORM 81-734-1069

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET ..... OF ..... SHEETS

CONTRACT

CITY 26 WILLAMETTE DRIVE # 3940

WIDEN TO 32' & PLACE SUBSTRUCTURES

120' X 32' = 3840

	NO	UNITS	SIZE		AMOUNT	PRICE M.B.F.	TOTAL	
STRINGERS	16 96	PCS	6"X20"X20'		19,200 BF	400.00	7,680.00	50 04
DECK PLANK	240	PCS	4"X12"X16'		15,360 BF	350.00	5,376.00	
DECKING			2"X6"X RL		8,000 BF	400.00	3,200.00	
F.G.	8	PCS	8"X18"X20'		1920 BF	400.00	768.00	
E.G.	4	PCS	8"X18"X22'		1056 BF	400.00	422.00	
H.R. POSTS	24	PCS	8"X8"X10'		1280 BF	300.00	384.00	
H.R.	8	PCS	3"X10"X20'		400 BF	300.00	120.00	
H.R.	4	PCS	3"X10"X22'		220 BF	300.00	66.00	
			ESTIMATE NO. 1				1788.00	
BRACING SUB-STRUCTURE SUPPORTS	USE 10	PCS	10"X12"X10'		1000 BF	350.00	350.00	
				MATERIALS			$ 20,154.00	
	30	7 MAN CREW DAYS @		LABOR	$532.08 /DAY		$ 15,962.40	
	30	DAYS EQUIPMENT RENTAL @ 188.70 /DAY		EQUIPMENT			$ 5,661.00	
				TOTAL			$ 41,777.40	

SUB STRUCTURE IS 15 YEARS OLD

NEW STRUCTURE = 2121 X 32'

.3627 Willamette R. O'flow (MP 30.4) 1½
Br. Sec. of Albany-Jct. City
(Grading, paving & structure)

C-Q 6395 10-7-77

LA #8627

D

8

U.S. DEPARTMENT OF COMMERCE
Office of Audits
WESTERN REGIONAL OFFICE
450 Golden Gate Avenue
Box 36134
San Francisco, California 94102

March 9, 1979

Willamette River Crossing Br.

075127019
ORE DPT TRANS PROJ
TRANS BLDG.
SALEM OR 97310

PROJECT MANAGEMENT
FAE
File:

NOTED
H.S. COULTER

SUBJECT: Engagement of Auditor

REFERENCE: Audit Instructions for Local Public Works Grants under Title I of the Public Works Employment Acts of 1976 and 1977, Second Edition, March 1978 and Revision 1 thereto.

According to the latest information furnished to this office by the Economic Development Administration (EDA) Seattle, Washington as of January 31, 1979, your project has been completed or will be completed this year and no action has been taken to engage auditors to perform the audit of your grant, as required by the referenced audit instructions.

The above referenced audit instructions specifically outline the requirements for audit of EDA-LPW grants. You are requested to take immediate action to comply with these requirements.

Although your project may not be complete for some time, we encourage you to engage your auditor now. The audit can then be scheduled to meet the grant requirements and the work schedule of the auditor.

To assist you, the applicable paragraphs of the referenced audit instructions are set forth below:

Page 25 - Paragraph V.A.1.
Page 26 - Paragraph V.A.2.b.
Page 14 - Paragraph IV.A.
Page 15 - Paragraph IV.B.
Page 16 - Paragraph IV.C.
Page 18 - Paragraph IV.C.2
Page 1 - Appendix A - Suggested Format for Auditor's Proposal Letter.

A copy of your approved audit proposal or engagement letter should be sent to this office no later than close of business April 13, 1979.

3/19/79
Original to: Paul Hatcher - please take action on this.

cc: C.T. Keasey
H.S. Coulter

If you have any questions regarding this letter or doubts regarding the requirements for engaging auditors, please contact Mr. Edw. E. Wolfe on (415) 556-0149. (Monday - Friday 7:30 am - 4:00 pm). It is imperative that the above date be met. If there are extenuating circumstances which prevent you from meeting this date, or your project completion date is in error, Mr. Wolfe should be informed as soon as possible.

Your timely response will be appreciated and make it unnecessary to contact you again regarding this matter.

Sincerely,

Miguel P. Barrios Jr.

Miguel P. Barrios, Jr., Regional Director
San Francisco Regional Office
Office of Inspector General

EEW:jj

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8627

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Finance (DEPT.) 378-6810 (TELEPHONE)

TO: George Renner
State Division of Audits

DATE: March 23, 1979

FROM: Merl Whiteman, Manager
Finance Branch

SUBJECT: EDA Grant Audits

The U.S. Department of Commerce, Office of Audits, has again requested (see attachments) that approved audit proposals or engagement letters be provided to them for the following completed EDA Grant Projects:

Bear Creek Bridge	#075126879
No. Powder River Bridge	#075126988
Willamette Overflow Bridge	#075127050
Shores Acres	#075103643

April 13, 1979 is the specified deadline for providing this information. This information was previously requested and forwarded to you by our memo dated October 31, 1978.

As you know, on August 31, 1978 Oregon Department of Transportation advised Donald Gould, Economic Development Administration, Seattle Office, that your audit organization was committed to and responsible for performing the required audits of EDA Grant Projects. Additionally, we indicated that an audit schedule for these grants would be provided to them when your office made it available.

To date this audit schedule has not been made available to ODOT or to the U.S. Department of Commerce, Office of Audits, Western Regional Office.

To resolve the concerns of ODOT and the U.S. Department of Commerce, Office of Audits, we request that your office schedule a meeting with appropriate representatives of all concerned to discuss this matter and to provide assurances that the audits will be performed in the very near future.

ODOT representatives to attend such a meeting should include Fred Miller, Vern Skoog and myself.

Your early response and cooperation in resolving this problem would be greatly appreciated.

MW:PH:cm

Attachments

cc: Fred Miller
Larry Rulien
Vern Skoog
Dick Unrein
C.T. Keasey

PROJECT MANAGEMENT
FMR [John] COE [ ] OM [ ]
LGF [ ] FA [ ] OPE [ ]
26 MAR 79
File: PM FA
LG OP

8627

9

October 9, 1978

Hansen & Rowland, Inc. of Oregon
1929 Georgia Pacific Building
Portland, OR 97204

Gentlemen:

On October 6, 1978, we wrote to you concerning release of final payment on Contract No. 8627 awarded to Hamilton Construction Co. for work on the Willamette River Overflow (N.P. 30.4) Bridge Section of the Albany-Junction City Highway in Lane County.

Final payment on this contract is $10,066.98 and the total contract amount is $202,228.05 including $922.64 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Hamilton Construction Co.
P. O. Box 659
Springfield, OR 97477

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc C. T. Keasey
Walt Hart
C. O. Fredrickson

E. MERL WHITEMAN

STATE OF OREGON
Department of Transportation - Finance Branch

INTEROFFICE MEMO ACC-5-2

TO: Fred Klaboe, Scott Coulter, C. T. Keasey and Dave Talbot

DATE: August 31, 1978

FROM: E. Merl Whiteman, Manager Finance Branch

SUBJECT: EDA Project Audits

Mr. Keasey's memo of August 9, 1978 outlined the problem of conducting an audit of EDA Projects. Subsequent to receiving the memo Messrs. Burco, Klaboe, Coulter, Streun and Whiteman met to discuss and make a decision as to a solution. That discussion brought to light the fact that the EDA Grants were never discussed with the ODOT Finance Branch. The Internal Audit Section is not staffed to perform these kinds of audits so alternatives were considered.

We have agreed that the best alternative would be for the State Division of Audits to audit EDA Grants concurrent with their audit of the Highway Division and Parks Branch.

Attached is a letter to the Economic Development Administration in Seattle which outlines our proposal.

We will keep you advised of future developments.

EMW:kr
cc: Don Streun
Don Henry
Vern Skoog

01-125-1307

STATE OF OREGON
Department of Transportation

INTEROFFICE MEMO

ACC 5-2

TO: George Renner
State Division of Audits

DATE: October 31, 1978

FROM: Merl Whiteman
Finance Branch

SUBJECT: Audit Arrangements for EDA Grants

U.S. Department of Commerce, Office of Audits, has requested (attachments) that approved audit proposals or engagement letters be provided no later than November 13, 1978 for the following EDA Grant Projects:

Bear Creek Bridge #075126879
No. Powder River Bridge #075126988
Willamette Overflow Bridge #075127050
Shores Acres #075103643

As you will recall, we previously discussed the audit requirements associated with the acceptance of Federal Grants. At that time you stated the State Division of Audits would perform the necessary grant audits in conjunction with the regular audits of the Oregon Department of Transportation. Based upon this commitment we advised the U.S. Department of Commerce, Seattle Office, of this arrangement (see attachments). We also indicated that an audit schedule would be provided to them as soon as it was available.

Enclosed are copies of portions of the "Audit Instructions For Local Public Works Grants" that you requested today, which corresponds to the audit instruction references mentioned in the attached memos from the U.S. Department of Commerce, Office of Audits.

Please take appropriate action to meet the requirements of the U.S. Department of Commerce as they relate to the EDA Grant Projects listed above.

Additional information or questions should be directed to Paul Hatcher, Room 406 Transportation Building, Phone 378-2872.

Thank you for your cooperation.

MW:PH:cm

Attachments

cc/att.: F.B. Klaboe
H.S. Coulter
Dave Moehring
C.T. Keasey
Vern Skoog
Dave Talbot
Dick Unrein

125-1387

E. MERL WHITEMAN

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
Finance Branch 378-6810
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 31, 1978

U.S. Department of Commerce
Economic Development Administration
1700 Westlake Ave. N.
Suite 500
Seattle, WA 98109

Attention: Donald Gould

Dear Mr. Gould:

As you know, we have several projects in the Oregon State Highway Division and the Parks Branch which are funded by the Economic Development Administration.

The Grant agreements provide for audits. Your audit instructions for local Public Works Grants, Second Edition of March 1978, provides that audits will normally be performed by public audit organization. One of the requirements of a "Public Auditor" is that he be independent of the grantee organization performing the grants. The same audit instructions allows the state and local government audit organizations, in the course of their routine biennial audit of the grantee, to audit local Public Works Grants.

In the Oregon Constitution the Secretary of State is designated as auditor of public accounts. The law requires the Secretary of State to audit the accounts and financial affairs of all State agencies not less often than once every three years. Federal grants are audited at the same time the agency audit is conducted.

With this background, we are taking this means to inform you that we will be planning with the State Division of Audits to have audits made of local Public Works Grants as a part of the regular audit of the Highway Division and Parks Branch for the period July 1, 1976 to June 30, 1978.

A schedule of dates will be provided to you as soon as we can jointly prepare them.

continued

Name and phone numbers of State personnel involved in these matters are as follows:

E. Merl Whiteman
Manager, Finance Branch
Oregon Department of Transportation
Phone # 503-378-6810

Vern Skoog
Controller
Oregon Department of Transportation
Phone # 503-378-6808

George Renner
State Division of Audits
Oregon Secretary of State's Office
Phone # 503-378-3329

We will be looking forward to working with you.

Sincerely,

E. Merl Whiteman

E. Merl Whiteman
Manager, Finance Branch
Oregon Department of Transportation

8637 5 58

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
October 4, 1978

Duane O. Christensen
Final Design Engineer

J. M. Martin
Resident Engineer

Willamette River Overflow Bridges
(MP 30.1 & MP 30.4)
[redacted]
Lane County

We have reviewed your narrative report on the subject section. The primary use of the fiber filter material was to protect the native soil from contamination by the detour embankment material. Although there were problems in removing the embankment material because of the fiber filter material, it's primary function was achieved. Your comments will be considered on any future projects under like circumstances.

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LKW:ab
cc: C. T. Keasey
C. O. Fredrickson

Willamette R. Overflow (M. P. 30.4) Bridge

Contract # 8627 Prefix: 20-8221

Albany-Junction City Hwy. Lane County

EDA 07-51-27050

STATEMENT OF OVERRUNS AND UNDERRUNS

Item	Contract Amount	Semi-Final Estimate	Percent
Contract Bid Items	$176,800.00	$191,952.56	8.6 (+)
Anticipated Items	8,425.00	3,322.00	60.6 (-)
Contingencies	8,335.13	10,273.69	23.3 (+)
Engineering	16,670.25	20,722.11	24.3 (+)
Increase in Project Authorization	15,414.50		
Total	$225,644.88	$226,270.36	0.27 (+)

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Willamette R. Overflow (M. P. 30.4) Bridge

Contract # 8627 Prefix: 20-8221

STATEMENT OF OVERRUNS AND UNDERRUNS

Item	Unit	Contract Amount	Final Amount	% Over or Under
1. Mobilization	Lump Sum	100%	100%	0
2. Temp. Protection & Direction of Traffic	Lump Sum	100%	100%	0
3. Temporary Signs	Sq. Ft.	230.0	187.1	18.7 (-)
Some Temporary Signs not used due to closeness of project 8626, which was underway simultaneously.				
4. Temp. Cont. Rail Traffic Barr., Reflec.	Lin. Ft.	600.0	529.0	11.8 (-)
5. Temp. Reflective Pavement Markers	Each	70.0	63.0	10.0 (-)
6. Flagmen	Hour	100	103	3.0 (+)
7. Clearing and Grubbing	Lump Sum	100%	100%	0
8. Removal of Structures and Obstructions	Lump Sum	100%	100%	0
9. Embankment in Place	Cu. Yd.	2,190.0	4,358.4	99.0 (+)
Overrun of contract amount was due to the raising of the detour grade necessitated by wet and muddy conditions existing in the area. (See Price Agreement No. 1)				
10. Toe Trench Excavation	Cu. Yd.	120.0	66.4	44.7 (-)
Underrun due to error in contract amount.				
11. Detour Removal Excavation	Cu. Yd.	2,790.0	4,209.7	50.9 (+)
Overrun of contract amount was due to the raising of the detour grade necessitated by wet and muddy conditions existing in the area. (See Price Agreement No. 1)				
Fiber Filter	Sq. Ft.	20,000.0	20,000.0	0

Item	Unit	Contract Amount	Final Amount	% Over or Under
13. Finishing Roadbed & Slopes	Lump Sum	100%	100%	0
14. Furnishing & Placing Topsoil	Cu. Yd.	860.0	1,036.8	20.6 (+)
Overrun of contract amount was required to restore detour roadbed to original contours.				
15. Watering	M-Gal	70.0	2.0	97.1 (-)
Underrun of contract amount was due to error in contract estimate and season of the year in which work was done.				
16. 1" - 0 Aggregate Base	Ton	2,970.00	2,233.80	24.8 (-)
Final underrunning amount was all that was required to complete project.				
17. Class "B" or "C" A. C.	Ton	1,230.00	1,405.25	14.2 (+)
Overrun of contract amount was required to complete project as per plans and provisions.				
18. Temporary Drainage Structure	Lump Sum	100%	100%	0
19. Guard Rail, type 2A	Lin. Ft.	200	200	0
20. Guard Rail, Type 3	Lin. Ft.	100	100	0
21. Guard Rail Anchors, Type 1	Each	4	4	0
22. Rail End Pieces, Type C	Each	4	4	0
23. Loose Riprap, Class 100	Cu. Yd.	340.0	395.5	16.3 (+)
Overrun quantity was required to complete project as per plans and provisions.				
24. Bridge Removal Work	Lump Sum	100%	100%	0
25. Structure Excavation	Cu. Yd.	60.00	9.41	84.3 (-)
Roadway fill brought up to bottom of Pile Cap elevation, then remaining fill placed after Pile Cap poured.				
26. Furnish Pile Driving Equipment	Lump Sum	100%	100%	0
27. Furnish Prestressed Concrete Piling	Lin. Ft.	880	880	0

Item	Unit	Contract Amount	Final Amount	% Over or Under
28. Drive Prestressed Concrete Piles	Lin. Ft.	880	660	25.0 (-)
Underrun was due to different penetration depths of individual piles.				
29. Structural Concrete, Class 3300	Lump Sum	100%	100%	0
30. 4' X 65'/70' Prestressed Slabs	Each	13	13	0
31. Reinforcement	Lump Sum	100%	100%	0
32. Reinforced Concrete Bridge End Panels	Sq. Yd.	213.0	233.0	9.4 (+)
Overrun quantity was required to complete project as per plans and provisions.				
33. Asphalt-Rubber Chip Seal	Sq. Yd.	362.0	358.4	1.0 (-)

Price Agreements

1. Credit the State the value for general excavation eliminated by raising the detour grade. Document unit prices for overrun and underrun certain bid items.

   Credit the State for Gen. Exc. Elimination $ (-) 547.50

   Additional Fiber Filter @ $0.28/Sq. Ft. Sq. Ft. 35,998.40

2. Document Use Contractor's Weigh Memo

3. Document additional markup on force account work.

4. Credit the State $0.50 per Square Yard for Bid Item # 33, Asphalt-Rubber Chip Seal. Allow the precoating of chip seal aggregate with AR-4000 in lieu of AR-1000 or AR-2000.

   Credit the State for Bid Item # 33 $(-) 181.00

Extra Work Orders

1. Maintain Detour	$600.00	$922.64	53.8 (+)

State Force Orders

1. Permanent Pavement Stripes, Remove Pavement Stripes.

   $400.00 Final Billing not yet received.

2. Adjust Pacific Power and Light Facilities.

   $2,922.00 Final Billing not yet received.

Item	Unit	Contract Amount	Final Amount	% Over or Under
Engineering		16,670.25	20,722.11	24.3 (+)

Overrun of contract amount required to administer contract as per plans and provisions.

Willamette River Overflow (M. P. 30.11) Bridge
Contract No. 8627

NARRATIVE REPORT

This contract, consisting of grading, paving and a small pre-cast pile and deck slab bridge, was awarded November 15, 1977 to Hamilton Construction Co. A major part of the grading and paving involved construction of a 1,500 ft. long detour to carry traffic during the removal of the old structure and the construction of the new bridge.

The detour was the first concern and the contractor moved in to deal with it on December 5, 1977.

When I think back on it, remembering how the land looked at the time, it seems a wonder that we were able to build any kind of detour at all. It was floodplain farmland, with clayey, silty, sandy soil which was saturated enough from recent heavy rains to have water pooling in the furrows and low areas.

Clearing and grubbing operations, though done with light equipment, caused deep ruts to be plowed in the soil. Heavier equipment churned the earth into a quagmire and bogged down. Accordingly, we did as little clearing as possible.

It was obvious that roadway excavation also should be kept to a minimum, and that special measures would be needed to provide a detour with sufficient subgrade stability to support an all-weather pavement.

The original typical section for the detour showed a fiber filter to be placed beneath the embankment lying outside the right-of-way. This was for the purpose of minimizing contamination of the top-soil by the embankment material.

The contractor proposed we raise the detour finish grade to eliminate all but the most necessary excavation, place fiber filter throughout to avoid pumping mud up through the embankment and ba[illegible].

Approval was granted for this work and was documented by P. A. No. 1.

The fiber filter worked beautifully. The cloth was rolled out parallel to the roadway and lapped 3 feet at the joints. Transverse joints were lapped opposite to the direction the embankment was placed to prevent the soupy underlaying material from oozing up between the laps.

The embankment was placed by backing end-dump trucks and depositing the granular material in thick layers down the middle of the cloth. The trucks would drive out over the material just dumped. Obviously, off-road equipment would be too heavy and awkward for such methods.

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After several loads were dumped a small grader would spread the material from the center forward and outward to the sides, causing the mud beneath the cloth to move to the outside also.

Care was taken to avoid trapping mud under the cloth. When such trapping occurred the pressure of the embankment caused a large bubble of mud to work to the surface. The embankment had to be removed from around the bubble, the cloth slit and the mud dug out. A large square of cloth was placed over the slit to serve as a patch and a load of material immediately dumped over the spot.

Rolling was first attempted with vibratory equipment. This created problems, seemed to churn up the material beneath the cloth, moving it in all directions. A static roller, and not too large, worked best, rolling the material from the center forward and outward, like a giant squeegee. As the compaction and depth of the embankment increased a heavier roller was used until there was no evidence of deflection. Aggregate base and AC were applied in normal fashion, and with no special problems.

The eventual removal of the detour was not facilitated by the fiber filter, although it helped to reduce contamination of the native soil by the embankment material. On this project its greatest benefit was to keep the mud out of the embankment.

Structure

The only special problem was caused by the use of Intraplast-N as a non-shrinking additive for the shear key grout. This compound is designed for use in confined areas such as post-tensioning conduits and not open joints. One batch of grout, mixed according to the manufacturer's instructions over-reacted and produced a very low strength grout. This material was later dug out and replaced.

Class 1 surface finished was specified. I would like to see us go back to Class 2 finish for all bridges so they could be painted. Some of the patching material used in filling surface depressions does not match the concrete, and prestressed units do not match the cast-in-place concrete. Paint would even it up and give us a new-looking structure instead of the mottled, aged, diseased look of the one we've just completed.

J. M. Martin
Resident Engineer
9-18-78

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Willamette River Overflow (M. P. [redacted] Bridge

NARRATIVE REPORT

This contract, consisting of grading, paving and a small precast pile and deck slab bridge, was awarded November 15, 1977 to Hamilton Construction Co. A major part of the grading and paving involved construction of a 1,500 ft. long detour to carry traffic during the removal of the old structure and the construction of the new bridge.

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J. M. Martin
Resident Engineer
9-18-78

AWARD OF GRANT AMENDMENT
(Amendment No.1)

8-29-78 Project No: 07-51-27050
Willamette Overflow Bc.

TO: Mr. Fred Klaboe
Chief of Operations
Oregon Department of
Transportation
525 Trade Street S.E.
Salem, Oregon 97310

WHEREAS, The United States of America, Department of Commerce, Economic Development Administration (herein the "Government") entered into a Grant Agreement (herein the "Agreement") with the Oregon Department of Transportation (herein the "Grantee") on or about October 7, 1977; and

WHEREAS, The Grantee has requested certain changes in the Agreement; and

WHEREAS, it is in the best interest of the Government and the Grantee to amend the Agreement to provide for such changes and revisions as are deemed necessary;

NOW THEREFORE, for and in consideration of the mutual benefits flowing to the Government and the Grantee, the Government hereby amends the Agreement as follows:

Add to the Grant Offer/Award the following scope of work from EDA Project Number 07-51-27014 for the development of existing state wayside at Manhattan Beach;

1. Mobilization
2. Temporary Protection and Directon of Traffic
3. Clearing and Grubbing
4. Water Supply System
5. Drinking Fountain

Add to the Grant Offer/Award the following scope of work from EDA Project Number 07-51-23766 for the restoration of Wolf Creek Tavern;

1. Kitchen Equipment and Installation

This Offer to Amend Grant Agreement must be accepted and returned to the Economic Development Administration not later than September 1, 1978.

Project No. 07-51-27050

Except as herein otherwise provided all terms and conditions of the Agreement shall remain in full force and effect.

ECONOMIC DEVELOPMENT ADMINISTRATION

By: John D. Woodward
John D. Woodward
Acting Regional Director

It is hereby affirmed by the above named Grantee that it intends to make prompt utilization of the Grant awarded and amended in accordance with the terms and conditions as above referenced.

Date: AUG. 29 1978

Oregon Department of Transportation
State Parks and Recreation Branch
Legal Name of Grantee

By: W. Gaskill
Signature

Deputy State Parks Superintendent
Title of Affirming Official

Warren H. Gaskill
Printed Name

8-29-78
Date

CERTIFICATION (by authorized Official other than Affirming Official)

F. B. Klaboe
Signature

Chief of Operations, ODOT
Title of Certifying Official

F. B. Klaboe
Printed Name

8-29-78
Date

U.S. DEPARTMENT OF COMMERCE
ECONOMIC DEVELOPMENT ADMINISTRATION

Attachment No. 1

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

EDA Project No. 07-51-27050 State Oregon County Lane

Line Items	Previous	Approved Revision
Administrative Expense	$	$
Architectural/Engineering (Updating and/or completion of Plans and Specifications)		
Other Architectual Engineering Fees		
Project Inspection Fees	16,670	-0-
Relocation Expenses		
Relocation Payments to Individuals and Businesses		
Demolition and Removal (a) Labor (b) non-Labor		
Construction and Project Improvement (a) Labor	70,141	76,686*
(b) non-Labor	127,596	141,251*
Equipment	-0-	78,557**
Contingencies	105,593	23,506
Total Estimated Costs	$320,000	$320,000
Remarks:		
EDA Direct Grant	320,000	320,000
Grantee/Borrower's Funds	-0-	-0-
Total Project Cost	320,000	320,000

*Scope of work transfer from EDA Project Number 07-51-27014, Manhattan Beach State Wayside, bid items Number 1,2,5,17, and 18.
**Scope of work transfer from EDA Project Number 07-51-23766, Wolf Creek Inn, furnish and install food service equipment.

Effective Date:

8627

Department of Transportation
PARKS AND RECREATION BRANCH
525 TRADE STREET S.E., SALEM, OREGON 97310

August 28, 1978

U. S. Department of Commerce
Economic Development Administration
17 Westlake Avenue N.
Seattle, WA 98109

Attention Mr. Bill England
Project Management Specialist
Civil Rights Division

copy in each

Re: Award of Grant Amendment #1
Project #07-51-23766

Gentlemen:

Attached are signed copies of the grant amendments for scope of work transfers outlined in Mr. Klaboe's letter of July 6, 1978. The amendments are approved as submitted, except for the project line item Estimated Costs Revision for Project #07-51-23766 - Wolf Creek Tavern. We request that the line item estimated cost revision be changed to reflect the requested revision as submitted in our July 6, 1978 correspondence. Attached is a line item estimated cost sheet which shows the line item breakdown requested.

We appreciate your consideration of this request. If you have any questions, please contact Larry Jacobson, Phone 378-5015, or Dick Holt, Phone 378-5017.

Sincerely,

Larry Jacobson, Assistant
State Parks Superintendent

LJ:aw

Attach. Amendment #1 for Project Numbers:

07-51-27014	07-51-26830	07-51-26880
07-51-27050	07-51-23766	07-51-27019

bc: C. T. Keasey) w/copy of letter and set of attachments.
V. E. Skoog)

D. Unrein
H. Coulter
D. Powers
J. Christian
D. Talbot
F. Klaboe
W. Gaskill

RECEIVED
DOT GRANTS
AUG 30 78

8627

FINAL REPORT

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Willamette R. Overflow (M. P. 30.4) Bridge		WEEK ENDING: August 5, 1978
		SECTION PREFIX: 20-8221
HIGHWAY: Albany-Junction City		COUNTY: Lane
NAME OF JOB: Willamette R. Overflow (M. P. 30.4) Br.	KIND OF WORK: Grading, Paving, and Structure	
CONTRACTOR: Hamilton Construction Co.	CONTRACT NUMBER: 8627	FEDERAL AID PROJECT NUMBER: EDA 07-61-27050
DATE OF CONTRACT: November 15, 1978	DATE WORK STARTED: December 5, 1977	ESTIMATED COMPLETION DATE: August 1, 1978
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS a) 178 b) 243	CALENDAR DAYS USED a) 66 b) 240
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: a) 87% b) 99%
PROJECT AUTHORIZATION: $ 225,644.88		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 208,974.63	ENGINEERING AUTHORIZATION $ 16,670.25	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 205,469.71	ENGINEERING COST TO DATE $ 19,605.92	DATE PROJECT WAS COMPLETED: August 1, 1978
ESTIMATED PERCENT: OVERRUN UNDERRUN 0.27 %	PERCENT OF AUTHORIZATION 118 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100		100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,190 CY	2,970 ton			1,230 ton
TOTAL QUANTITIES CORRECTED TO DATE	4,392 CY	2,234 ton			1,405 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4,392 CY	2,234 ton			1,405 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	3941A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 30	Fair	238		
MONDAY 31	Fair	239		
TUESDAY 1	Fair	240		
WEDNESDAY 2	Fair			
THURSDAY 3	Fair			
FRIDAY 4	Fair			
SATURDAY 5				

RECEIVED
AUG 7 1978
CONSTRUCTION BRANCH

Keeney, Jackmond, Hopkins, Williams, Johnson, Glenn, Richards, Berg, Inlow, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 30	No Activity
MONDAY 31	General cleanup work.
TUESDAY 1	General cleanup work. Project completed.
WEDNESDAY	
THURSDAY 3	
FRIDAY 4	Final inspection of project.
SATURDAY	

REMARKS

Project was completed on August 1, 1978. Final inspection of project was Friday, August 4, 1978. Attending the Final Inspection of Project were; Ted Litchfield, Jack Martin, Bob Stenerson, OSHD; and Dave Wieland, Hamilton Construction Co. Some minor cleanup work is to be done early next week.

SIGNED J. M. Martin LOCATION Albany

J. M. Martin, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

Form 81-734-1384 (9-77)

8627

Oregon Department of Transportation
HIGHWAY DIVISION

PROJECT INSPECTION REPORT

8-1-78

Intermediate ☐
Final ☒

Project Name				Contract No.
Willamette River Overflow (M. P. 30.4) Bridges				8627
Highway			County	Prefix No.
Albany-Jct. City			Lane	20-8221
Contract Time Elapsed 99 %	Contract Work Completed 100 %	Contract Work Quality	Contract Work Progress	F.A. Project No. EDA 07-51-27019
Inspection date		By		
August 1, 1978		Ted Litchfield, Region II Const. Engineer		

In company with
Jack Martin, Resident Engineer; Bob Stenerson, Asst. Resident Engr.; Dave Weiland, Supt. for Hamilton Const. Co.

REMARKS
(Scope of inspection, Findings, Recommendations, Instructions, etc.)

A good looking bridge and smooth riding surface.

Contractor was asked to pick up remains of fiber filter material that was placed under the detour fill.

Contractor was also asked to patch east shoulder in two places which had been gouged du ing removal of detour.

(USE ADDITIONAL SHEETS AS REQUIRED)

5

FINAL INSPECTION CHECKLIST

June 13, 1978 Date opened to traffic or in operation
August 1, 1978 Date of Second Notification
July 29, 1978 Date Contractor's notice for semi-final inspection received
August 1, 1978 Date Contractor removed equipment, plant, etc.
August 18, 1978 Estimated submittal date of semi-final estimate
_____ Recommended acceptance date of completed contract work

Original to: Construction Engineer
Copy to: Region Engineer
District Engineer
Resident Engineer
Project Mgt. (Final Only)
FHWA (Final F.A. Only)
Project Engineer (If Applicable)

Signed T. Litchfield

Title Region II Const. Engineer

#8627

8

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109

August 1, 1978

(206) 442-7506

Mr. Fred Klaboe
Chief of Operations
Oregon Department of
Transportation
525 Trade Street S.E.
Salem, Oregon 97310

Re: EDA Project Numbers

07-51-27014-8629 07-51-26830-8661 07-51-26880-8630
07-51-27050-8627 07-51-23766-8742 07-51-27019-8626

Dear Mr. Klaboe:

Enclosed please find two signed copies of the Amendment to each of the referenced Grant Offers/Awards. EDA has approved the request for a scope of work transfer as outlined in your letter of July 6, 1978. The project budgets are shown as attachment 1 to each amendment.

Your acceptance of these Amendments shall be indicated by the signature of your principal official. The official's signature shall be certified by an authorized official other than your principal official. Send one copy of each accepted Amendment to Mr. John D. Woodward, Acting Regional Director, Western Regional Office, Lake Union Building, Suite 500, 1700 Westlake Avenue North, Seattle, Washington 98109. The other copy should be retained for your files.

Sincerely,

John D. Woodward
Acting Regional Director

NOTED
F. B. KLABOE

RECEIVED
DOT OREGON

7

#8627

8

Department of Transportation

PARKS AND RECREATION BRANCH

525 TRADE STREET S.E., SALEM, OREGON 97310

July 6, 1978

RECEIVED
TATE H'WY ENGR
JUL 7 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

U.S. Department of Commerce
Economic Development Administration
1700 Westlake Avenue N.
Seattle, Washington 98109

Re: Scope of Work Transfers
EDA #07-51-27014
Manhattan Beach

Att: Mr. Bill England
Project Management
Specialist
Civil Rights Division

EDA #07-51-23766
Wolf Creek Tavern

Gentlemen:

As discussed with Larry Jacobson on April 5th in your office, attached is a request for Scope of Work Transfers of Oregon Department of Transportation overrun projects into underrun projects. The request is to transfer bid items from Manhattan Beach, EDA #07-51-27014, into Beverly Beach, EDA #07-51-26830; Oceanside Beach, EDA #07-51-26880 and Willamette Overflow Bridge, EDA #07-51-27050; and to transfer Wolf Creek Tavern, EDA #07-51-23766, contracts into Willamette River overflow bridges, EDA #07-51-27050 and EDA #07-51-27019.

At Manhattan Beach, the state contribution shown on the line item Cost Sheet will be allocated to other Park Branch recreation development projects scheduled for construction in the 1978-79 fiscal year. At Wolf Creek, approval of the transfer request would permit reallocation of the state contribution into other park construction projects scheduled for the 1978-79 fiscal year. The state's contribution for the caretaker's house and landscaping at Wolf Creek would continue to be a budget item request to the State Legislature for the 1979-81 budget period.

NOTED
H.S. COUNTER

Favorable consideration of this Scope of Work Transfer Request would be appreciated. If you wish additional clarification, please contact Larry Jacobson, telephone number 378-5015.

Sincerely,

Fred Klaboe
Chief of Operations
Oregon Department of Transportation

FK:LJ:sc

Attachment

EDA SCOPE OF WORK TRANSFERS

Parks and Recreation Branch
Oregon Department of Transportation

Overrun Project - Manhattan Beach - EDA #07-51-27014

This project is to develop a beach access site with paved access road and parking, restroom, utilities, and walkways.

The project overrun including permit fees and a 4½% contingency allowance is $37,900.

The low contract bid was 21.73% over the engineering estimate. The engineering estimate was based on anticipated bid award in early fall. The grant award was received later than expected. This resulted in a short contractor mobilization period to meet the 90-day construction beginning deadline and less favorable weather conditions for beginning construction. The engineering estimate was not revised to reflect these conditions. Inflation in the building trades industry; high bids on unit items like asphaltic concrete, toilet buildings, and traffic control; and lack of experience in estimating costs based on EDA requirements were a combination of factors resulting in costs over the grant amount.

The items proposed for transfer are as follows:

Bid Item	#1	--	$7,500
" "	#2	--	5,000
" "	#5	--	5,800
" "	#6	--	2,560
" "	#7	--	8,897
" "	#8	--	5,040
" "	#14	--	1,160
Bid Item	#17	--	946
" "	#18	--	909
		Total	$37,812

Justification

Upon receipt of bids, the project was analyzed for areas where possible cost savings could be achieved. There were no items that could be eliminated without resulting in an incomplete project and changing the scope of the project. There was no evidence to suggest that requesting an extension of the 90-day construction deadline and rebidding of the project would have resulted in lower bid submittals.

The Oregon State Legislature approved an increase in the expenditure limitation for the project with the understanding that excess grant funds from other Oregon Department of Transportation projects would be solicited to cover the construction cost overrun. The EDA ruling that agency personnel costs for project construction inspections is non-reimbursable already puts an unanticipated financial burden on the grantee. Absorption of eligible project costs by the State Parks Branch eliminates other state park improvement projects that are badly needed and that also contribute to the economic base the EDA program was designed to stimulate.

Overrun Project - Wolf Creek Tavern - EDA #07-51-23766

This project will restore a historically and architecturally significant 1860's stagecoach inn near Grants Pass. Work includes parking area, utilities, kitchen and dining room, nine sleeping rooms, conference facilities, bar, interpretive display area, kitchen equipment, and furnishings.

The project overrun is $164,400.

This will specifically identify those transfer costs for analysis and final audit.

Underrun Projects

Beverly Beach State Park - EDA #07-51-26830

The project installs a sewage collection trunk line, a sewage pump, and repairs all area disturbed by the construction.

Project underrun	$12,000
Manhattan Beach Transfer Items 6, 7	- $11,500
Balance	$ 500

Oceanside Beach State Wayside - EDA #07-51-26880

This project is to construct restroom, utilities, paved road and parking, and walkways to the beach.

Project underrun	$ 8,000
Manhattan Beach Transfer Items 8, 14	- $ 6,200
Balance	$ 1,800

Willamette River Overflow Bridge M.P. 30.4 - EDA #07-51-27050

The project replaces a deficient bridge on the Albany-Junction City Highway at Mile Post 30.4.

Project underrun	$110,000
Manhattan Beach Transfer Items 1,2,5,17,18	-$ 20,200
Balance	$ 89,800

The grant request was based on schematic and preliminary architectural plans. Detailed plans and specifications revealed items not anticipated, particularly mechanical requirements. Phase I contract for rehabilitation of the tavern structure was 20% over the estimate. Estimating costs for rehabilitation is more difficult than new construction. Contractors' bids appear to reflect this difficulty as well. Inflation in the building trades industry and remoteness of the project location not accounted for in the architect's estimate contributed to higher bids than anticipated. The architect's final estimate for the kitchen equipment items was higher than initially submitted, due to errors in estimating.

The items and costs proposed for transfer are as follows:

Phase II Contract - Road, Parking, Sewage Disposal		$78,700	
	Contingency 4½%	3,600	
	Total	$82,300	
Kitchen Equipment and Install.		$78,557	
	Contingency 4½%	3,543	
	Total	$82,100	
	Transfer Items Total		$164,400

Special cost accounting prefixes will be assigned to the transfer items. This will specifically identify those transfer costs for analysis and final audit.

Underrun Projects

Willamette River Overflow Bridge M.P. 30.4 - EDA #07-51-27050

The project replaces a deficient bridge on the Albany-Junction City Highway at Mile Post 30.4.

Project Underrun	$110,000
Manhattan Beach Transfer	- 20,200
Balance	$ 89,800
Wolf Creek Inn-Kitchen Equipment & Install	-$ 82,100
Balance Remaining	$ 7,700

Willamette River Overflow Bridge M.P. 30.1 - EDA #07-51-27019

The project replaces a deficient bridge on the Albany-Junction City Highway at Mile Post 30.1.

Project Underrun	$ 85,000
Wolf Creek Inn Phase II Contract	- 82,300
Balance Remaining	$ 3,700

Justification

The Oregon State Legislature approved an increase in the expenditure limitation for the project with the understanding that excess grant funds from other Oregon Department of Transportation projects would be solicited to cover the cost overrun. The EDA ruling that agency personnel costs for project construction inspections are non-reimbursable already puts an unanticipated financial burden on the grantee. Absorption of eligible project costs by the State Parks Branch eliminates other State Park improvement projects that are badly needed and that also contributes to the economic base the EDA program was designed to stimulate.

There are no items in the requested transfer [illegible] could be eliminated and still permit the project to open on schedule as an operational facility.

LJ:sc
7/5/78

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

WILLAMETTE RIVER BRIDGE - M.P. 30.4

EDA Project No. 07-51-27050 State Oregon County Marion

Line Items	Previous Revision Request	Requested Revision
Administrative Expense	$	$
Architectural/Engineering (Updating and/or completion of Plans and Specifications)		
Other Architectual Engineering Fees		
Project Inspection Fees	16,670	-0-
Relocation Expenses		
Relocation Payments to Individuals and businesses		
Demolition and Removal (a) Labor (b) non-Labor		
Construction and Project Improvement: (a) Labor (b) non-Labor	70,141 127,596	70,141 127,596
Equipment		
Contingencies	105,593	19,963 *
Estimated Costs	$ 320,000	$ 217,700

Remarks: Scope of work transfer from EDA Project No. 07-51-23766, Wolf Creek Inn, Furnish and Install Food Service Equipment — 78,557
Contingencies 3,543

Scope of work transfer from EDA Project No. 07-51-27014, Manhattan Beach State Wayside, Bid Items No. 1, 2, 5, 17 & 18 — 6,545 Labor
13,655 Non-Labor

TOTAL ESTIMATED COSTS $ 320,000 (Original Grant)

* Request for budget line item revision to reflect contract bid item overruns and final change orders to be submitted as final costs become firm.

USCOMM-DC 19781-P76

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

WILLAMETTE RIVER BRIDGE - M.P. 30.1

EDA Project No. 07-51-27019 State Oregon County Lane

Line Items	Previous revision Request	Requested Revision
Administrative Expense	$	$
Architectural/Engineering (Updating and/or completion of Plans and Specifications)		
Other Architectual Engineering Fees		
Project Inspection Fees	20,006	-0-
Relocation Expenses		
Relocation Payments to Individuals and Businesses		
Demolition and Removal		
(a) Labor		
(b) non-Labor		
Construction and Project Improvement		
(a) Labor	89,365	89,365
(b) non-Labor	161,316	161,316
Equipment		
Contingencies	79,313	17,019 *
Estimated Costs	$ 350,000	$ 267,700

Remarks: Scope of work transfer from EDA Project No. 07-51-23766, Wolf Creek Inn, Phase two contract

	31,500 Labor
	47,200 Non-Labor
Contingencies	3,600
TOTAL ESTIMATED COSTS	350,000 (Original Grant)

* Request for budget line item revision to reflect contract bid item overruns and final change orders to be submitted as final costs become firm.

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

BEVERLY BEACH STATE PARK

EDA Project No. 07-51-26830 State Oregon County Lincoln

Line Items	Previous Eff. 1-30-78	Requested Revision
Administrative Expense	$ 1,200	$ -0-
Architectural/Engineering (Updating and/or completion of Plans and Specifications)	10,000	-0-
Other Architectual Engineering Fees	1,500	-0-
Project Inspection Fees		
Relocation Expenses		
Relocation Payments to Individuals and Businesses		
Demolition and Removal (a) Labor (b) non-Labor		
Construction and Project Improvement (a) Labor	59,240	59,240
(b) non-Labor	61,615	61,615
Equipment		
Contingencies	16,445	17,645 *
Total Estimated Costs	$150,000	$ 138,500

Remarks: Scope of work transfer from EDA Project No. 07-51-27014, Manhattan Beach State Wayside, Bid Items No. 6 & 7. — 5,600 Labor; 5,900 Non-Labor

TOTAL ESTIMATED EDA FUNDS $ 150,000 (Original Grant)

GRANTEE/BORROWS FUNDS
In-house engineering and project inspection 30,000

TOTAL ESTIMATED PROJECT COST $ 180,000

* Request for budget line item revision to reflect contract bid item overruns and final change orders

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

OCEANSIDE BEACH STATE WAYSIDE

EDA Project No. 07-51-26880 State Oregon County Tillamook

Line Items	Previous Eff. 4-20-78	Requested Revision
Administrative Expense	$ 900	$ -0-
Architectural Engineering (Updating and/or completion of Plans and Specifications)	3,500	-0-
Other Architectural Engineering Fees	4,000	4,000
Project Inspection Fees		
Relocation Expenses		
Relocation Payments to Individuals and Businesses		
Land Development and Removal		
Labor	1,700	1,700
Non-Labor	3,955	3,955
Construction and Project Improvement		
Labor	58,092	58,092
Non-Labor	59,953	59,953
Equipment		
Contingencies	17,900	16,100 *
Total Estimated Costs	$ 150,000	$ 143,800
Remarks: Scope of work transfer from EDA Project No. 07-51-27014, Manhattan Beach State Wayside, Bid Items No. 8 & 14.		3,038 Labor 3,162 Non-Labor
	TOTAL ESTIMATED EDA FUNDS	$ 150,000 (Original Grant)
GRANTEE/BORROWS FUNDS In-house engineering and project Inspection		16,000
	TOTAL ESTIMATED PROJECT COST	$ 166,000

* Request for budget line item revision to reflect contract Bid item overruns and change order costs to be submitted as final costs become [illegible].

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

MANHATTAN BEACH STATE WAYSIDE

EDA [illegible] 07-51-27014 State Oregon County Tillamook

Line Items	Previous Eff. 4-20-78	Requested Revision
Administrative Expense	$ 250	$ -0-
Architectural/Engineering (Updating and/or completion of Plans and Specifications)	-0-	
Other Architectural Engineering Fees	3,582	-0-
Project Inspection Fees		
Relocation Expenses		
Relocation Payments to Individuals and Businesses		
Demolition and Removal	768	768
(Materials)	1,792	1,792
(Labor)		
Construction and Project Improvement	99,539	99,539
(Materials)	103,188	103,188
(Labor)		
Equipment		
Contingencies	5,681	7,613
Total Costs	$ 214,800	$ 212,000

Remarks: Scope of work transfer, Bid Items No. 8 & 14, to EDA Project No. 07-51-26880, Oceanside Beach State Wayside - 3,038 Labor - 3,162 Non-Labor

Scope of work transfer, Bid Items No. 6 & 7, to EDA Project No. 07-51-26830, Beverly Beach State Park - 5,600 Labor - 5,900 Non-Labor

Scope of work transfer, Bid Items No. 1, 2, 5, 17, 18 to EDA Project No. 07-51-27050, Willamette River Bridge M.P. 30.4 - 6,545 Labor - 13,655 Non-Labor

TOTAL ESTIMATED EDA FUNDS $ 175,000 (Original Grant)

GRANTEE/BORROWS FUNDS
In-house engineering and project inspection 22,000

TOTAL ESTIMATED PROJECT COST 197,000

PROJECT: WOLF CREEK [illegible]
Phase One - [illegible]
Phase Two - [illegible]
Food Service

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

EDA Project No. 07-51-23766 State Oregon Locality Josephine

Line Items	GRANT APPROVED	PHASE ONE: Phase One Bid Award Revision	PHASE ONE: 4-6 78 Revision Request	PHASE ONE: Requested Revision	SCO: Phase [illegible] Bid Award Revision	SCO: [illegible]
Administrative Expense	$ 1,000	-0-	-0-	-0-	-0-	
Architectural/Engineering (Updating and/or completion of Plans and Specifications)	2,646	-0-	-0-	-0-	[illegible]	-0-
Other Architectural Engineering Fees	19,057	-0-	-0-	12,700	[illegible]	
Project Inspection Fees	26,000	-0-	-0-	-0-	[illegible]	
Relocation Expenses	-0-					
Relocation Payments to Individuals and Businesses	-0-					
Demolition and Removal (a) Labor	16,318	16,318	16,318	16,318	-0-	
(b) Material	6,994	6,994	6,994	6,994	-0-	
Construction and Project Inspection (a) Labor	204,337	255,850	255,243	262,754	9,950	31.
(b) Material	197,872	261,051	265,444	277,661	20,768	47.
Equipment	95,557	-0-	-0-	23,735	-0-	
Contingencies	27,219	24,076	15,288	-0-	-0-	
Total Estimated Costs	$600,000	559,287	559,287	600,000	40,713	32.
				600,000		32.

Remarks: EDA Direct Grant Project No 07-51-23766
EDA SCOPE OF WORK TRANSFER TO: Project No: 07-51-27019
Project No: 07-51-27050

GRANTEE/BORROWS FUNDS
In-house Engineering & Project Inspection ..... 50,460 +
Caretakers House & Landscaping (1979-1981 Budget) .....

- Contract 8633
- Contract 8742
Contract Agreement 90-78

SCOPE OF WORK TRANSFER

PHASE TWO				FOOD SERVICE EQUIP.		
Phase Two Bid Award Revised	Phase Two Bid Award Revised			Cost At Bid Award		
19,965	21,500					
20,765	47,000					
				72557		
	600			3543		
40,730	72,300			82,100		

+ 1,900 - 2,500 = 61,160
52,000

COST SUMMARY

600,000
164,400

764,400 ESTIMATED COSTS
(-164,400) SCOPE OF WORK TRANSFER
TOTAL ESTIMATED ED
600,000 FUNDS (ORIGINAL GRANT
111,160 TOTAL GRANTEE FUNDS

TOTAL ESTIMATED COST BEFORE SCOPE OF WORK TRANSFER $

TOTAL ESTIMATED PROJECT COST AFTER SCOPE OF WORK TRANSFER $

8627 600. 6-23-78 4

ROUGH DRAFT

John N. Quimby
Real Estate Banker
No. 303 Tiffany Bldg.
795 Willamette Street
Eugene, Oregon 97401

Dear Mr. Quimby:

Copy #1626

I appreciate your concern about how the taxpayers dollars are being spent by our Department of Transportation. First, let me assure you that in these days of high inflation and short money supply that the cost-benefit ratio of each project is very carefully evaluated.

As I understand your letter you have three main concerns: why weren't the bridges replaced by culvert pipes, the location of the detour, and the various costs of each. First, present day structures are designed to last a minimum of 50 years, and potentially will serve for 100. Hydraulic studies of the river characteristics and past history of floods indicate that within this time frame future significant floods can be expected. The use of culvert pipes as bridge replacement were studied and it was determined that even a battery of pipes placed within the confines of the existing channels would not carry the flood water that can be anticipated at least once in twenty-five years. Culvert pipes in this instance would retard the flow of water, the upstream channels would overflow and the highway would be overtopped at a time when downstream water was still at a low stage. Excessive flooding of farm fields above the highway would occur and erosion of the highway fill and farm fields downstream could be expected, causing irreparable damage. The Department of Transportation could be held liable for damages far exceeding the cost of the structures that are designed to handle this volume of flood water. This is not to say that the highway would not be overtopped again at some future date, but that the structures would allow the water elevation on either side of the highway to be approximately the same, consequently excessive currents would not develop and very little, if any, erosion of highway fill or farm fields would occur.

I understand your concern about the use of farm land as a detour. However, this was not done without considering the alternatives available, one of which included the use of existing county roads. The county roads that bypass the project are not adequate to carry

6-23-78 sig. to mem

the high volume highway traffic, particularly through the harvest season. Lost time and additional fuel costs attributed to out of direction travel around the bridge construction, were also a consideration in the detour decision. All things considered, the detour as used cost the general public the least.

The structures are now substantially complete and open to traffic. The detour is being removed and the farm land restored to its natural contours and productivity. The property owners have been compensated for the loss of income from crops that were on the land or could have been produced during the time the detour was in place.

In answer to your question concerning the various costs of the project the following breakdown is provided for your convenience. The total cost of the project, except for right of way, was $470,800; which included removing the old structures - $10,000, constructing new bridges - $314,200, and for the detour - $146,600. The cost of the detour included the cost for its removal and the restoration of the farm land.

Right of way cost is in addition to construction costs and amounted to $3,912, which included land purchased in fee $680, temporary easements $232, and crop damages $3,000.

I hope to have answered your questions about this particular project and again I want to express my appreciation of your concerns about how the taxpayer dollar is spent.

Governor

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

June 23, 1978
Salem, Oregon

FROM: C.O. Fredrickson
Region II Engineer

TO: H.S. Coulter
State Highway Engineer

SUBJECT: Willamette River overflow Bridges
8626 30/1 and 30.4 8627
Albany Junction City Highway
Lane County

Attached you will find a rough draft for the governors consideration in reply to Mr. John N. Quimby's letter to him dated June 13, 1978 concerning the above captioned project.

This letter contains much more detail than we normally would write in a letter for the governor's signature. However in light of the questions asked by Mr. Quimby we felt it appropriate to provide him with an adequately detailed answer.

COF/lm
Attach.

RECEIVED
STATE HWY ENGR
JUN 23 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

LAND – TIMBER – RANCHES – COMMERCIAL – INDUSTRY

John N. Quimby
Real Estate Banker
No. 303 Tiffany Bldg.
795 Willamette Street
Eugene, Oregon 97401
Bus. 503-484-1007
Res. 503-369-2474

June 13, 1978

RECEIVED
JUN 15 1978
Governor's Office

HOT.

Bod Straub, Gov nor
State of Oregon
Salem, Oregon

Dear Govenor Straub:

I can point out two good reasons why the voters that travel hiway 99-E between Harrisburg and Junction City voted against the 2 cent per gallon additional gasoline tax, for hiway maintenance and I feel that if you made a close observation of the construction in that area at taxpayers expence, you would agree that money is being wantingle being swandurd.

You will note that a detour was constructed in the farmers field to bypass constraction of two bridges that span practically dry sloughs. If these bridges needed to be replaced bec use they were unsafe ? they could have been replaced by one or two culvert tile; the trafic could easily have been detoured via existing road and the project could have been completed in a very small fraction of the time and cost.

I and others would like to be informed as to the cost of this project including the detour roads cost including damage to the farmers mint field as well as the cost of the destruction of the old bridgs and construction of the new concrete structures.

Any up and coming farmer in the area or reliable contractor could have replaced those bridges with adequate culbert tile in not more than two weeks time instead of the now months that this detour has been in use, and still in use.

Myself and a majority of the people that voted in the last election feel that if this type of waist was dore away with, there would be no need for higher gasoline tax.

Yours truly

John N. Quimby

John N. Quimby

RECEIVED
STATE HWY ENGR
JUN 16 '78
REFER TO
FOR

RECEIVED
JUN 16 1978
OFFICE
DIRECTOR of TRANSPORTATION

8622

8

OREGON STATE
HIGHWAY DIVISION

June 15, 1978

HIGHWAY BUILDING • SALEM, OREGON • 97310

U. S. Department of Commerce
Economic Development Administration
1700 Westlake Avenue North
Seattle, WA 98109

Attn: Mr. Bill England
Project Management Specialist
Civil Rights Division

Re: Request for Budget Revision
EDA Project No. 07-51-27050
Contract No. 8627

Gentlemen:

We request a budget line item revision for the subject project, as shown on the attached copy of the approved budget. (Form ED-508.)

A copy of the change order modifying the project work is also attached.

Very truly yours,

for Donald Adman
C. T. Keaney
Construction Engineer

CTK:mk

Attach.

bc: H. S. Coulter
V. E. Skoog
D. H. Moehring
Gareld Inloes

RECEIVED
STATE HWY ENGR
JUN 19 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
H.S. COULTER

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

EDA Project No. 07-51-27050 State Oregon County Marion Co.

ine Items	Previous	Approved Revision	Requested Revision
dministrative Expense	$	$	
rchitectural/Engineering Updating and/or completion of lans and Specifications)			
ther Architectual Engineering Fees			
roject Inspection Fees	16,670	16,670	16,670
elocation Expenses			
elocation Payments to Individuals nd Businesses			
emolition and Removal (a) Labor			
(b) non-Labor			
nstruction and Project Improvement (a) Labor	61,880	69,146	70,141
(b) non-Labor	114,920	125,669	127,596
quipment			
ontingencies	126,530	108,515	105,593
Total Estimated Costs	$ 320,000	$ 320,000	320,000

emarks:

Effective Date: April 20, 1978.

USCOMM-DC 1871

8627

9

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109
(206) 442-7000

April 24, 1978

Mr. C. T. Keasey
Construction Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RECEIVED
APR 28 1978
CONSTRUCTION
BRANCH
Kewley Kosel Edwards W
Johnson Glenn Inlow Widmer Gebauer Church

Re: EDA Project Number 07-51-27050
Willamette Overflow Bridge

Dear Mr. Keasey:

In reference to your letter of March 28, 1978, requesting a project budget revision, EDA has reviewed and approved the request, effective April 20, 1978.

We have enclosed the new approved budget (Form ED-508). As you have previously been advised, expenditures are not to exceed any budget line item without prior EDA approval.

Sincerely,

David L. Witschi

FOR Donald L. Gould
LPW Division

Attachment: Form ED-508

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
MAY -1 '78
REFER TO
FOR
Info Invest R/D D/R Sign Act File

4-28-78
Mail:
Coulter ✓
Skaar
Nadberg

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

EDA Project No. 07-51-27050 State Oregon County Marion Co.

Line Items	Previous	Approved Revision
Administrative Expense	$	$
Architectural/Engineering (Updating and/or completion of Plans and Specifications)		
Other Architectural Engineering Fees		
Project Inspection Fees	16,670	16,670
Relocation Expenses		
Relocation Payments to Individuals and Businesses		
Demolition and Removal (a) Labor (b) non-Labor		
Construction and Project Improvement (a) Labor (b) non-Labor	61,880 114,920	69,146 125,669
Equipment		
Contingencies	126,530	108,515
Total Estimated Costs	$ 320,000	$ 320,000

Remarks:

Effective Date: April 20, 1978.

USCOMM-DC 18761-P76

8627

9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 28, 1978

U. S. Department of Commerce
Economic Development Administration
1700 Westlake Avenue North
Seattle, WA 98109

Attn: Mr. Bill England
Project Management Specialist
Civil Rights Division

Re: Request for Budget Revision
EDA Project No. 07-51-27050
Contract No. 8627

Gentlemen:

We request a budget line item revision for the subject project, as shown on the attached copy of the approved budget. (Form ED-508.)

A copy of the change order modifying the project work is also attached.

Very truly yours,

ORIG. SIGNED BY
WARREN RICHARDS

C. T. Keasey
Construction Engineer

CTK:mk

Attach.

bc: H. S. Coulter
V. E. Skoog
D. H. Moehring
Gareld Inloes

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

EDA Project No. 07-51-27050 State Oregon County Marion Co.

Line Items	Previous	Approved Revision	Requested Revision
Administrative Expense	$	$	$
Architectural/Engineering (Updating and/or completion of Plans and Specifications)			
Other Architectual Engineering Fees			
Project Inspection Fees	32,000	16,670	16,670
Relocation Expenses			
Relocation Payments to Individuals and Businesses			
Demolition and Removal (a) Labor (b) non-Labor			
Construction and Project Improvement (a) Labor (b) non-Labor	101,542 57,417	61,880 114,920	69,146 125,669
Equipment	107,708	-0-	-0-
Contingencies	21,333	126,530	108,515
Total Estimated Costs	$ 320,000	$ 320,000	$ 320,000

Remarks:

Effective Date: December 27, 1977.

USCOMM-DC 18781-P78

20-8221

Form A-[illegible]

OREGON STATE HIGHWAY DIVISION

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Willamette River Overflow (M. P. 30.4) Bridge Date December 21, 19 77

Highway Albany-Jct. City Contract No. 8627

County Lane Prefix 20-8221

Contractor Hamilton Construction Co. F. A. Project No. EDA 07-51-27050

Address P. O. Box 659, Springfield, OR 97477 Price Agreement No. 1

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Credit the State the value of general excavation eliminated by raising the detour grade. Credit to be effected by reducing the contract amount.

Document unit prices to be paid contractor for underrun and overrun quantities of certain bid items.

Locations by station numbers:

Station 1467 + 00 through 1480 + 00

Names of pay items, estimated quantities and agreed prices: Credit the State for the elimination of 730 cu. yds. of general excavation @ $0.75 per cu. yd. = (-) $547.50 (Lump Sum)

B.I. No. 9 - Embankm't In Place: $5.10 per cu. yd. (Est. o'run 1,450 CY=$7,395).
" " 11 - Detour Removal: $3.00 per cu. yd. (Est. o'run 1,450 CY=$4,350).
" " 12 - Fiber Filter: $0.28 per sqr. ft. (Est. o'run 32,810 SF=$9,187).
" " 14 - Furn. & Pl. Topsoil: $4.50 per cu. yd. (Est. underrun 660 CY=(-)$2,970)

Net estimated increase in project cost including credit = $17,414.50.

Specifications, basis of measurement and other provisions:

Credit for reduced general excavation is based on computation of cross-sections taken in the field. All other quantities are estimated and subject to change. All work performed, and the measurement thereof, shall be governed by the applicable provisions of Contract 8627.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After final approval by the Construction Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

Project authorization . . . . . $ 210,230.38

Present estimate of project cost, including $ 17,414.50 for work under this order $ 225,644.88

Expected over-run (amount) . . . . . $ 15,414.50

Expected over-run (per cent) 7.3

Space to right of this line is for use of Salem Office

Submitted by: J. M. Martin Resident Engineer

Approval Recommended: Regional Engineer

Approval Recommended: Construction Administration Engineer or Bridge Administration Engineer

Signed Hamilton Construction Co. Contractor

Approved: 12-27-77 Construction Engineer

EXP*86736-736

Form S-000-000

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS 2/21

Project Name Willamette R. Overflow (M. P. 30.4) Bridge Date Feb. 15, 19 78

Highway Albany-Junction City Contract No. 8627

County Lane Prefix 20-8221

Contractor Hamilton Construction Co. F. A. Project No. EDA 07-51-27050

Address P. O. Box 659, Springfield, Oregon 97477 Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Compensate contractor for providing labor, equipment and materials to perform maintenance patching of detour and such other incidental work as directed by the Engineer.

Location by station numbers: 1466+52.61 to 1482+11.39

Estimate of quantities and cost: Labor, Equipment & Materials: $600.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Maintenance of the detour is the responsibility of the state. Subsections 104.04 and 104.05 provides for having this work done by the contractor and classed as "Extra Work".

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$225,644.68
Present estimate of project cost, including $600.00 for work under this order	$226,644.68
Expected ~~under-run~~ over-run amount	$1,000.00
Expected ~~under-run~~ over-run per cent	0.4

Space to right of this line is for use of Salem Office

Submitted by: J. H. Martin, Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: Elliott Rose Division Engineer

Approved: O. B. Jackman Deputy State Highway Engineer, ~~Assistant State Highway Engineer or~~ Office Engineer.

2-27-78

For Constr.

SP*23577-731

8627

February 17, 1978

Hamilton Construction Company
Post Office Box 659
Springfield, OR 97477

Gentlemen:

Time Extension Request
Willamette River Overflow (M.P. 30.4) Bridge
Contract No. 8627

Your request for an increase in calendar days on this project has been carefully reviewed and an increase has been granted in the amount of 18 calendar days.

This time extension is granted because the power poles in the detour area were not removed until the close of the day on December 22. The remaining days requested are denied, since weather forecasts are not a valid reason for time extension.

If you have any questions about this, please contact Resident Engineer J. M. Martin.

Sincerely,

K. S. Coulter
State Highway Engineer

OBJ:fr ia

bc C. T. Keasey
C. O. Fredrickson
Robert Church
J. M. Martin
Richard Hacek

FORM 81-734-2020

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 15, 1978

FILE: CON 5 #8627

FROM: O. B. Jaekmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Willamette River Overflow
(M.P. 30.4) Bridge
Contract No. 8627

Hamilton Construction Company has requested a time extension of 45 calendar days on this project due to weather conditions and a delay in moving power poles which interfered with the detour work. Some pertinent dates are as follows:

Contract awarded	November 15, 1977
Contract sent	November 22,
Calendar day count started	December 5,
Work started	December 5,

The contractor filed this request on December 22 and stated that the power poles had not been moved at that time. This was 18 calendar days after the beginning of work and the beginning of the calendar work day count. The contractor claims the additional 27 days due to forecasted weather conditions which he believes will further delay the construction of the detour.

In fact, the power poles were removed at the close of the day on December 22. These power poles did indeed interfere with the contractor's work on the detour and a time extension is warranted for this 18-day delay. Forecasts of adverse weather are not a valid reason for time extension and therefore the remaining 27 days of the contractor's request should be denied.

A rough draft letter to Hamilton Construction Company granting an extension of 18 calendar days is attached. This is an EDA project and to my knowledge no further approval is required.

OBJ:fr
Att.
cc: Robert Church

RECEIVED
STATE HWY ENGR
FEB 15 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 81-724-8889

OREGON STATE HIGHWAY DIVISION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Division
Salem, Oregon

Date December 22, 1977

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 225 days to 270 days, within which to complete our Contract No. 8627, without the assessment of liquidated damages. The said contract is described as follows: For work on the Willamette River Overflow M.P. 30.4 Bridge Section of the Albany-Junction City Highway in Lane County.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: The weather conditions and flooding conditions of the project area on November 24-25, 1977 have prohibited any surmountable amount of work to be done on detour since December 5, 1977. The freezing rain the area had on November 21, 22, 1977 prevented the removal of powerlines and several days of emergency work delayed power company. Then again on December 12-15, 1977 high winds and rain prevented power company to be able to remove the lines again and several days of emergency work followed. The 60 calendar days allowed for construction of the detour we would like to increase to 105 days. As of this date the power lines have yet to be completely removed and the weather forecasted will yet delay the detour construction.

Respectfully submitted,

HAMILTON CONSTRUCTION COMPANY
Contractor

By Jack L. Hamilton

CONSENT OF SURETY

Date 12-28, 1977

We, Transamerica Insurance Company

, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Helen McMillan
Countersigned by Attorney-in-fact
HANSEN & ROWLAND, INC. OF OREGON
1929 Georgia Pacific Building
Portland, Oregon
Resident Agent

By Ethel Yoder
Resident Agents For Oregon

(SEAL)

OREGON STATE HIGHWAY DIVISION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8627 Contractor Hamilton Construction Co.

Highway Albany-Jct. City

Section Willamette River Overflow (M. P. 30.4) Bridge

Kind of Work Grading, Paving & Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 18-day extension of contract time due to the delay in removing the power poles in the detour area.

Recommended for Approval:

Recommend 18 days-see attached

Robert E. Rogers
Region Engineer

O. B. Jacksmand
For Construction Engineer ~~or Bridge Engineer~~

H. S. Coulter
State Highway Engineer

Contract No.	8627	
Project designation	EDA 07-51-27050 State-Federal	
Date awarded	Nov. 15, 1977	
Work started	Dec. 5, 1977	
Per cent completed	(a) 11% (b) 0.5%	1-10-78
No. of Workdays Allowed	(a) 60 Cal. Days (b) 225 Cal. Days	Date
No. of Workdays Used	(a) 30 " " (b) 30 " "	
No. of Added Workdays Requested	40	

SP*10663-734

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109

(206) 442-7000

January 24, 1978

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☐ TAE ☐ OPE ☐
JAN 30 1978
File: PM FA
TAA _____ LG OP

Mr. D. H. Moehring
Project Management Branch
207 Transportation Bldg.
Salem, Oregon 97310

Re: EDA Project Number 07-51-27050
Willamette River Overflow

Dear Mr. Moehring:

EDA concurs with the evidence you have submitted that as of December 5, 1977, on-site labor on the project commenced. This satisfies the requirement of start of on-site labor for this project.

Your attention is directed to the instructions for disbursement procedures and related reporting requirements appearing on pages 17 through 23, and Exhibits 1 through 6, in the Engineering and Construction Guidelines for the Local Public Works Capital Development and Investment Program.

When you receive your letter of credit, it will authorize the Federal Reserve Bank to release a portion of the Grant amount to you in a series of draws, to be requested by you as cash needs arise. Each draw is to be for at least $10,000, unless the remaining availability is less than that amount. The draw is to be initiated by presentation of Form TUS-5401 (Payment Voucher on Letter of Credit) to the commercial bank you have designated for this project, for forwarding to the Federal Reserve Branch Bank indicated in your Letter of Credit. If your request is in order, the amount being drawn will be transferred from the Federal Reserve to your commercial bank and then to your checking account. The commercial bank should advise you when the amount drawn is actually on deposit and available to you for disbursement.

The "amount authorized" in the initial Letter of Credit may be drawn without any further approval from this agency. However, availability of the remainder of the Grant will

1/31/78
Original to: C.T. Kinsey
cc to: V. E. Skoog
KH.

require EDA action to increase the amount authorized by amendment of the letter of credit. Such action is to be preceded by your submission to this office of a Form ED-530A, 40% MBE report and a completed Form ED-113 (Outlay Report and Request for Reimbursement for Construction Programs), together with your certification, and our project engineer's concurrence, that project construction is at least 40 percent complete. At this time, the remainder of the Grant amount will be authorized in most cases. You will receive an adequate supply of Form ED-113, together with detailed instructions for its preparation, prior to reaching 40 percent completion.

Please also note that Form CD-286 (Report on Federal Cash Transactions), is to be submitted within 15 working days after the close of each calendar quarter. A supply of this form should be included in the mailing which transmits your copy of the Letter of Credit.

If you have questions regarding the matters discussed above, please contact the EDA project team leader assigned to this project.

Sincerely,

Donald L. Gould

Donald L. Gould
LPW Division

8627

DATE: January 11, 1978

TO: Oregon Transportation Commission

FROM:

H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Willamette River Overflow (30.4 M.P.) Bridge
Contract No. 8627

This EDA funded project is just starting, but a significant price agreement change has been approved which will cause an indicated overrun of 7.3 percent. This arises from raising the detour grade in order to avoid excavation at this time. Under the current extreme wet conditions, it is believed best to not disturb the existing silty, saturated native material any more than necessary. This detour has to start carrying traffic immediately in order to go ahead with the main purpose of the contract, namely the bridge replacement. Most of the detour embankment material was intended to be imported and is covered by a bid item for granular material. The added work is covered by bid items and the change amounts to $17,414.00.

Since the project is just starting, we are retaining the full original contingency item in the new estimated project cost. After recognizing reductions expected for erosion control and signing, your approval is requested for an increase of $15,414.50, or 7.3 percent to a new total project authorization of $225,644.88. This is still under the original EDA grant and is expected to be federal participating.

This matter will be on the Consent Calendar for your January meeting.

JAB:fr ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
C. T. Keasey
C. O. Fredrickson
D. H. Moehring
V. E. Skoog
George Bell

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 18, 1978

FILE: CON 5 #8627

FROM: John A. Bond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Willamette River Overflow (30.4 M.P.) Bridge
Contract No. 8627
Request for Increase in Authorization

This EDA funded project is just starting, but a significant price agreement change has been approved which will cause an indicated overrun of 7.3 percent. This arises from raising the detour grade in order to avoid excavation at this time. Under the current extreme wet conditions, it is believed best to not disturb the existing silty, saturated native material any more than necessary. This detour has to start carrying traffic immediately in order to go ahead with the main purpose of the contract, namely the bridge replacement. Most of the detour embankment material was intended to be imported and is covered by a bid item for granular material. Any excavated material at the site would probably not be suitable for embankment anyway. The net price agreement cost after deducting a value ($547.00) for the deleted site excavation and making four other bid item quantity changes related to this design change amounts to $17,414.00. This figure also takes into account a slight reduction in price (from 30¢ per sq. ft. bid to 28¢ per sq. ft.) for the added overrun quantity of fiber filter material which is being placed over the original ground.

Since the project is just starting, we are retaining the full original contingency item in the new estimated project cost.

This comes down to an overrun request of $15,414.50, or 7.3 percent to a new total project authorization of $225,644.88. The original EDA grant for this project was $350,000. We understand that at this stage the full $350,000 is available if we submit a revised budget to EDA. A rough draft letter to the Transportation Commission is attached. (The new pricing involved is for reductions and is much less than 10 percent, so no involvement with PCRB.)

JAB:fr

Att.

cc: Robert Church

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109

(206) 442-7000

January 3, 1978

Mr. D. H. Moehring, Manager
Office of Project Management
Oregon Dept. of Transportation
207 Transportation Bldg.
Salem, Oregon 97310

Re: EDA Project Number 07-51-27050
Willamette Overflow Bridge

Dear Mr. Moehring:

In reference to your letter of December 15, 1977, requesting a project budget revision, EDA has reviewed and approved the request.

We have enclosed the new approved budget (Form ED-508). As you have previously been advised, expenditures are not to exceed any budget line item without prior EDA approval.

Sincerely,

Donald L. Gould
LPW Division

Attachment: Form ED-508

1/9/78
copy to: C.T. Kinney

NOTED
RICHARD UNREIN

FORM ED-888 LPW
(6-76)

U.S. DEPARTMENT OF COMMERCE
ECONOMIC DEVELOPMENT ADMINISTRATION

Attachment No. 1

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

EDA Project No. 07-51-27050 State Oregon County Marion Co.

Line Items	Previous	Approved Revision
Administrative Expense	$	$
Architectural/Engineering (Updating and/or completion of Plans and Specifications)		
Other Architectual Engineering Fees		
Project Inspection Fees	32,000	16,670
Relocation Expenses		
Relocation Payments to Individuals and Businesses		
Demolition and Removal		
(a) Labor		
(b) non-Labor		
Construction and Project Improvement		
(a) Labor	101,542	61,880
(b) non-Labor	57,417	114,920
Equipment	107,708	-0-
Contingencies	21,333	126,530
Total Estimated Costs	$ 320,000	$ 320,000

Remarks:

Effective Date: December 27, 1977.

USCOMM-DC 18781-P76

December 27, 1977

Mr. Donald L. Gould
LPW Division
Economic Development Administration
1700 Westlake Avenue, North
Seattle, WA 98109

SUBJECT: EDA Project No. 07-51-27060
Willamette Overflow Bridge
Albany-Junction City Highway

Dear Mr. Gould:

Upon the opening of bids for the subject project Holst Construction Company was the apparent low bidder. Further examination of their bid proposal revealed an error in the bid. (See attached letter from Holst Construction Company.)

The contract was awarded to the low bidder, Hamilton Construction Company of Springfield, Oregon.

Very truly yours,

ORIGINAL SIGNED BY
D. H. MOEHRING

D. H. Moehring, Manager
Office of Project Management

NOTED
RICHARD UNREIN

DM:ljt
Att.

bc: C. T. Keasey

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109
(206) 442-7000

December 20, 1977

Mr. D. H. Moehring
Manager, Office of Project Management
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: EDA Project Number 07-51-27050
Willamette Overflow Bridge

Dear Mr. Moehring:

In response to your letter of December 15, 1977, it was noted that award of this project was made to the second low bidder. Request that we be advised of the reasons for not awarding to the low bidder.

Sincerely,

Donald L. Gould

Donald L. Gould
LPW Division

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☐ FAE ☒ OPE ☐
DEC 22 1977
File: PM FA
TAA _____ LG OP

HOLST CONSTRUCTION CO.
76700 HIGH PRAIRIE RD. PH 782 2880
P.O. BOX 692 OAKRIDGE, OREGON 97463

November 14, 1977

D. E. Swan
Federal Aid Manager Room 207
Department of Transportation Bldg.
Salem OR

Dear Sir:

Concerning our bid on the Willamette River Over Flow (Mile Post 30.4) Bridge project, our bid inadvertently failed to include an amount for bid item No. 30.
13 4'x65'-70' prestressed slabs.

We intended to show a Unit price amount of $2,300 each.
13 x 2,300 = $29,900.00.

Thiswould make our total bid $206,539.80.

Yours very truly,
M. R. Holst
M. R. Holst.

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
NOV 15 1977
TAA ____ File: PM FA LG OP

8627

Form E-372 (Rev. 12-70)

EDA

APPROVED BY
OREGON TRANSPORTATION COMMISSION
DATE JAN 24 '78

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project Willamette River Overflow (M. P. 30.4) Bridge Date December 20, 1977

Highway Albany-Jct. City Contract No. 8627

County Lane Kind of Work Grade, Pave, Struct. Contractor Hamilton Construction Co.

	Authorized	Estimated
Contract Amount	$176,800.00	$194,214.50
Anticipated Items	8,425.00	6,425.00
Contingency (4½%)	8,335.13	8,335.13
Engineering	16,670.25	16,670.25
Credits	0	0
PROJECT COST	$210,230.38	$225,644.88

NET INCREASE $ 15,414.50 OR 7.3 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

	Expected Amount	Net Change
Overruns		
(C) Embankment In Place (Bid Item 9)	18,364.00	+$ 7,395.00
(C) Detour Removal Excavation	12,720.00	+ 4,350.00
(C) Fiber Filter	15,187.00	+ 9,187.00
Underrun		
(C) Furn. & Place Topsoil	900.00	- 2,970.00
(A) Temporary Erosion Control	1,500.00	- 1,000.00
(A) EDA Construction Sign	0	- 1,000.00

Principal reasons for overruns (Continue on reverse side): Embankment increase is due to raising the detour grade to avoid excavating wet areas of subgrade, thereby destroying natural compaction of soil and possibly creating conditions requiring subexcavating, etc. Detour Removal: increased because of increase in embankment. (Over)

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by J. M. Martin Resident Engineer

Confirmed by Robert R. Lage Regional Engineer

Noted by for Construction ~~or Bridge~~ Engineer

Noted by ~~Deputy~~ or State Highway Engineer

SP*68727-734

8627

CONFIRMATION COPY

of a Teletype Message Telephoned

To Jack Hinrichs By Yi

On 12-16 At 1514

GENERAL SERVICES ADMINISTRATION
Federal Telecommunications System
FONE: 503 221-2181

RECEIVED

'77 DEC 16 PM 3:11

GSA-FTRC

12/20/77 Copy to C.T. Kinsey M.

TELEGRAPHIC MESSAGE

NAME OF AGENCY Donald L. Gould Dept. of Commerce - EDA Federal Bldg. Room 644 915 Second Avenue Seattle, WA 98714	PRECEDENCE: Urgent ACTION INFO	SECURITY CLASSIFICATION SEATTLE FTRC '77 DEC 16 PM 1:42
REQUESTED CLASSIFICATION CEDA D702/1563-00/5600/230	DATE PREPARED 12/15/77 12-16-77	TYPE OF MESSAGE ☒ SINGLE ☐ BOOK ☐ MULTIPLE-ADDRESS
FOR INFORMATION CALL BILL ENGLAND 442-7000 SIGNATURE DONALD L. GOULD	PHONE NUMBER (206) 442-7500	

THIS SPACE FOR USE OF COMMUNICATION UNIT

MESSAGE TO BE TRANSMITTED (Use double spacing and all capital letters)

TO: MR. D. H. MOEHRING (503) 378-6563
PROJECT MANAGEMENT BRANCH
207 TRANSPORTATION BLDG.
SALEM, OREGON 97310

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
DEC 19 1977
File: PM FA
TAA _____ LG OP

RE: EDA PROJECT NUMBER 07-51-27019
WILLAMETTE RIVER OVERFLOW BRIDGE

EDA PROJECT NUMBER 07-51-27050
WILLAMETTE RIVER OVERFLOW BRIDGE

YOU ARE AWARE THROUGH OUR TELEPHONE CALLS OF EDA'S CONCERN THAT YOU COMPLY WITH THE 90 DAY ON-SITE LABOR REQUIREMENT WHICH YOU HAVE ASSURED US YOU CAN MEET. WE HAVE NOT RECEIVED WRITTEN EVIDENCE THAT YOU HAVE MET THE APPROACHING DEADLINE. YOU ARE REMINDED THAT YOU MAY NOT DRAW AGAINST THE LETTER OF CREDIT UNTIL EDA CONFIRMS YOUR COMPLIANCE WITH THE REQUIREMENT AND FURTHER THAT NON-COMPLIANCE COULD RESULT IN TERMINATION OF THE GRANT OFFER. A COPY OF THIS MESSAGE IS BEING SENT TO YOUR DEPOSITORY BANK FOR THEIR INFORMATION.

YOU AND YOUR BANK WILL BE ADVISED BY EDA WHEN SATISFACTORY EVIDENCE OF TIMELY COMPLIANCE WITH THE ON-SITE LABOR REQUIREMENT HAS BEEN RECEIVED.

cc: U. S. NATIONAL BANK OF OREGON (MAIN BRANCH)

TELEGRAPHIC MESSAGE

NAME OF AGENCY: Donald L. Gould Dept. of Commerce - EDA Federal Bldg. Room 644 915 Second Avenue Seattle, WA 98714	PRECEDENCE: Urgent ACTION: INFO:	SECURITY CLASSIFICATION: SEATTLE FTRC '77 DEC 16 PM 1:42
CLASSIFICATION: CEDA D702/1563-00/5600/230	DATE PREPARED: 12-16-77	TYPE OF MESSAGE: [X] NIGHT [ ] DAY [ ] MULTIPLE-ADDRESS
FOR INFORMATION CALL: BILL ENGLAND 442-7000		
FROM: DONALD L. GOULD	PHONE NUMBER: (206) 442-7500	

THIS SPACE FOR USE OF COMMUNICATION UNIT

MESSAGE TO BE TRANSMITTED (Use double spacing and all capital letters)

TO: MR. D. H. MOEHRING (503) 378-6563
PROJECT MANAGEMENT BRANCH
207 TRANSPORTATION BLDG.
SALEM, OREGON 97310

PROJECT MANAGEMENT
PME [X] CCE [ ] OM [ ]
LGE [ ] FAE [ ] OPE [ ]

DEC 19 1977

File: PM FA LG OP

TAA _____

RE: EDA PROJECT NUMBER 07-51-27019
WILLAMETTE RIVER OVERFLOW BRIDGE

EDA PROJECT NUMBER 07-51-27050
WILLAMETTE RIVER OVERFLOW BRIDGE

YOU ARE AWARE THROUGH OUR TELEPHONE CALLS OF EDA'S CONCERN THAT YOU COMPLY WITH THE 90 DAY ON-SITE LABOR REQUIREMENT WHICH YOU HAVE ASSURED US YOU CAN MEET. WE HAVE NOT RECEIVED WRITTEN EVIDENCE THAT YOU HAVE MET THE APPROACHING DEADLINE. YOU ARE REMINDED THAT YOU MAY NOT DRAW AGAINST THE LETTER OF CREDIT UNTIL EDA CONFIRMS YOUR COMPLIANCE WITH THE REQUIREMENT AND FURTHER THAT NON-COMPLIANCE COULD RESULT IN TERMINATION OF THE GRANT OFFER. A COPY OF THIS MESSAGE IS BEING SENT TO YOUR DEPOSITORY BANK FOR THEIR INFORMATION.

YOU AND YOUR BANK WILL BE ADVISED BY EDA WHEN SATISFACTORY EVIDENCE OF TIMELY COMPLIANCE WITH THE ON-SITE LABOR REQUIREMENT HAS BEEN RECEIVED.

CC: U. S. NATIONAL BANK OF OREGON (MAIN BRANCH)
321 S. W. SIXTH
PORTLAND, OREGON 97208

ACCOUNT # 010-0300-425

DATE SENT	TIME SENT	SECURITY CLASSIFICATION

8627

Form E-372 (Rev. 12-70)

EDA

APPROVED BY
OREGON TRANSPORTATION COMMISSION
DATE JAN 24 78

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project Willamette River Overflow (M. P. 30.4) Bridge Date December 20, 1977

Highway Albany-Jct. City Contract No. 8627

County Lane Kind of Work Grade, Pave, Struct. Contractor Hamilton Construction Co.

	Authorized	Estimated
Contract Amount	$176,800.00	$194,214.50
Anticipated Items	8,425.00	6,425.00
Contingency (4½%)	8,335.13	8,335.13
Engineering	16,670.25	16,670.25
Credits	0	0
PROJECT COST	$210,230.38	$225,644.88

NET INCREASE $ 15,414.50 OR 7.3 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
Overruns		
(C) Embankment In Place (Bid Item 9)	$ 18,364.00	+$ 7,395.00
(C) Detour Removal Excavation	12,720.00	+ 4,350.00
(C) Fiber Filter	15,187.00	+ 9,187.00
Underrun		
(C) Furn. & Place Topsoil	900.00	- 2,970.00
(A) Temporary Erosion Control	1,500.00	- 1,000.00
(A) EDA Construction Sign	0	- 1,000.00

Principal reasons for overruns (Continue on reverse side): Embankment increase is due to raising the detour grade to avoid excavating wet areas of subgrade, thereby destroying natural compaction of soil and possibly creating conditions requiring subexcavating, etc. Detour Removal: increased because of increase in embankment. (Over)

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by _____
J. M. Martin Resident Engineer

Confirmed by _____
Regional Engineer

Noted by _____
for Construction ~~or Bridge~~ Engineer

Noted by _____
~~Deputy~~ or State Highway Engineer

SP*00727-734

Principal reasons for overruns continued:

Fiber Filter: Because of the wet condition of the area on which the detour road is to be constructed the fiber filter is to be placed full length and full width of the detour embankment. This is to eliminate or minimize the pumping of wet subgrade material into the embankment and aggregate base.

8627

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

December 15, 1977

RECEIVED
DOT OPERATIONS
DEC 16 '77
REFER TO
FOR
Info | Land | R/D | D/R | Sign | Act | File

Mr. Donald L. Gould
LPN Division
Economic Development Administration
1700 West Lake Avenue, North
Seattle, WA 98109

Dear Mr. Gould:

SUBJECT: EDA Project No. 07-51-27050
Willamette Overflow Bridge
Albany-Junction City Highway

On November 10, 1977 we opened bids on our EDA Project Number 07-51-27050. Contract Number 8627 has been awarded to Hamilton Construction Company of Springfield, Oregon.

We are enclosing the following information pertaining to this project:

1. Engineer's construction cost estimate.
2. Minutes of bid opening.
3. Low bidder proposal.
4. Statement on correctness of bid, qualifications and ability of the low bidder, reasonableness of bid, and recommendation as to award of the contract.
5. Contract certification (Form ED-126)
6. Copy of contract, plans, and specifications.
7. Written notice to contractor regarding start of workday count.
8. Minority Report Form (ED-530, Part "A")
9. Revised project budget (Form ED-508)

Very truly yours,
ORIGINAL SIGNED BY
D. H. MOEHRING

D. H. Moehring, Manager
Office of Project Management

DHM:psp

bc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
C. T. Keasey
V. E. Skoog
C. W. Head
J. H. Versteeg
Region

NOTED
F. B. KLABOE

WILLAMETTE RIVER OVERFLOW (M.P. 30.4) BRIDGE

ALBANY-JUNCTION CITY HIGHWAY

LANE COUNTY

EDA Project No. 07-51-27050
Grading, Paving and Structure

Bids Received November 10, 1977

1.	Mobilization	Lump Sum	All	Lump Sum	$ 14,900.00
2.	Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	3,000.00
3.	Temporary Signs	Sq.Ft.	230	$ 6.00	1,380.00
4.	Temporary Continuous Rail Traffic Barriers, Reflectorized	Lin.Ft.	600	11.00	6,600.00
5.	Temporary Reflective Pavement Markers	Each	70	4.25	297.50
6.	Flagmen	Hour	100	17.50	1,750.00
	ROADWORK				
7.	Clearing and Grubbing	Lump Sum	All	Lump Sum	750.00
8.	Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	1,000.00
9.	Embankment in Place	Cu.Yd.	2,190	5.00	10,950.00
10.	Toe Trench Excavation	Cu.Yd.	120	6.50	780.00
11.	Detour Removal Excavation	Cu.Yd.	2,790	2.75	7,672.50
12.	Fiber Filter	Sq.Ft.	20,000	0.20	4,000.00
13.	Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	3,000.00
14.	Furnishing and Placing Topsoil	Cu.Yd.	860	5.00	4,300.00
15.	Watering	M-Gal.	70	8.00	560.00
16.	1"-0 Aggregate Base	Ton	2,970	5.50	16,335.00
17.	Class "B" or Class "C" Asphalt Concrete	Ton	1,230	20.00	24,600.00
18.	Temporary Drainage Structure	Lump Sum	All	Lump Sum	1,250.00
19.	Guard Rail, Type 2A	Lin.Ft.	200	10.00	2,000.00
20.	Guard Rail, Type 3	Lin.Ft.	100	20.00	2,000.00
21.	Guard Rail Anchors, Type 1	Each	4	275.00	1,100.00
22.	Rail End Pieces, Type C	Each	4	130.00	520.00
23.	Loose Riprap, Class 100	Cu.Yd.	340	20.00	6,800.00
	STRUCTURE				
24.	Bridge Removal Work	Lump Sum	All	Lump Sum	12,168.00
25.	Structure Excavation	Cu.Yd.	60	10.00	600.00
26.	Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum	5,000.00
27.	Furnish Prestressed Concrete Piling	Lin.Ft.	880	9.00	7,920.00
28.	Drive Prestressed Concrete Piles	Lin.Ft.	880	2.00	1,760.00

29.	Structural Concrete, Class 3300	Lump Sum	All	Lump Sum	$ 8,810.00
30.	4'x65'/70' Prestressed Slabs	Each	13	$3500.00	45,500.00
31.	Reinforcement	Lump Sum	All	Lump Sum	1,612.00
32.	Reinforced Concrete Bridge End Panels	Sq.Yd.	213	38.00	8,094.00
33.	Asphalt Rubber Chip Seal	Sq.Yd.	362	12.00	4,344.00
		For Comparison of Bids			$211,353.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$211,353.00
Anticipated Additional Items:		
Permanent Pavement Striping	$ 200.00	
Remove Pavement Striping (Exist. & Temp.)	200.00	
Temporary Erosion Control	2,500.00	
Adjust Utilities Pacific Power & Light	4,000.00	
Roadside Seeding & Mulching (S.F.)	275.00	
EDA Construction Sign	1,000.00	
Install Delineators (S.F.)	250.00	
		8,425.00
		$219,778.00
Contingencies (4-1/2%)		9,890.01
Engineering (9%)		19,780.02
Estimated Net Authorization, Constr.		$249,448.03

OREGON DEPARTMENT OF TRANSPORTATION
MINUTES OF BID OPENING

DATE: November 10, 1977

TIME: START 9:00 A.M. CLOSE 10:10 A.M.

PLACE: Room 122 Transportation Building
Salem, Oregon 97310

ODOT OFFICIALS IN ATTENDANCE:

Clifford Laux	E. S. Hunter
Ed Haury	Cecil Head
Guy Cornforth	Dave Canfield
Jim Kinns	Karen Rice
Gerald Wimer	

THE FOLLOWING COLUMBIA COUNTY OFFICIALS WERE PRESENT:

Don Leadroot
Sam Hollinger

APPROXIMATE NUMBER OF OTHER INDIVIDUALS IN ATTENDANCE: 30

ALL BID PROPOSALS WERE SEALED AND RECEIVED PRIOR TO THE BID OPENING.

BIDS OPENED ON THE FOLLOWING PROJECTS:

(See attachment)

BY C. W. Head
C. W. Head, Manager
Commission Services

Nov. 17, 1977
Date

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
TABULATION OF BIDS RECEIVED NOVEMBER 10, 1977
TRANSPORTATION COMMISSION ACTION NOVEMBER 15, 1977

(1) BAKER COUNTY: North Powder River Bridge Section of the Haines-Anthony Highway 22 miles northerly of Baker. EDA Project No. 07-51-26988. Grading, paving and structure.

Douglas S. Coats Construction, Bend	$126,720.00
F. Hodgson & Sons, North Powder	137,803.00
Weaver Construction Co., Union	141,721.00
Baker Redi-Mix, Inc., Baker	143,825.00
Ross Bros. Construction, Inc., Salem	158,593.00
Barnhardt & Platt, Inc., Salem	180,501.00 *
Peters & Wood Company, Pasco, WA	198,907.00

* Bidder will not accept award of more than one contract at this letting.

AWARDED TO LOW BIDDER. (Contract No. 8623)

(2) COOS COUNTY: Bear Creek Bridge Section of the Coquille-Bandon Highway 3 miles east of Bandon. EDA Project No. 07-51-26879. Structure.

Hamilton Construction Co., Springfield	$189,390.00
Ross Bros. Construction, Inc., Salem	193,615.60
Barnhardt & Platt, Inc., Salem	208,748.50 *
Wilber Peterson & Sons, Inc., Pleasant Hill	216,769.00
Coast Marine Construction, Inc., Portland	243,990.00
Donald W. Thompson, Inc., North Bend	253,175.38

* Bidder will not accept award of more than one contract at this letting.

AWARDED TO LOW BIDDER. (Contract No. 8624)

(3) COOS COUNTY: Shore Acres State Park on the Cape Arago Highway 13 miles southwest of Coos Bay. EDA Project No. 07-51-23613. Toilet building.

Donald W. Thompson, Inc., North Bend	$89,413.00
Ross Bros. Construction, Inc., Salem	107,400.00

REJECTED BIDS.

(4) LANE COUNTY: Willamette River Overflow (M.P. 30.1) Bridge Section of the Albany-Junction City Highway approx. 1 mile southwesterly of Harrisburg. EDA Project No. 07-51-27019. Grading, paving and structure.

Hamilton Construction Co., Springfield	$215,863.00
Wilber Peterson & Sons, Inc., Pleasant Hill	232,120.00
Barnhardt & Platt, Inc., Salem	249,762.00 *
Columbia Pacific Construction Co., Lake Oswego	260,373.00
Holst Construction Co., Oakridge	260,448.10 *

* Bidder will not accept award of more than one contract at this letting.

AWARDED TO LOW BIDDER. (Contract No. 8626)

(5) LANE COUNTY: Willamette River Overflow (M.P. 30.4) Bridge Section of the Albany-Junction City Highway approx. 1.3 miles southwesterly of Harrisburg. EDA Project No. 07-51-27050. Grading, paving and structure.

Holst Construction Company, Oakridge	$176,640.30
Hamilton Construction Co., Springfield	176,800.00
Barnhardt & Platt, Inc., Salem	179,902.00 *
Wilber Peterson & Sons, Inc., Pleasant Hill	198,753.50
Columbia Pacific Construction Co., Lake Oswego	224,665.00 **

* Bidder will not accept award of more than one contract at this letting.
** Bidder will not accept award of contracts totaling more than $300,000 at this letting.

AWARDED TO SECOND LOW BIDDER. (Contract No. 8627)

(6) LINCOLN COUNTY: Beverly Beach State Park approx. 6 miles north of Newport. EDA Project No. 07-51-26830. Sanitary sewage system.

Cordel Corporation, Albany	$184,770.00
Kearney Bros. Construction Co., Tualatin	268,480.00

REJECTED BIDS.

(7) TILLAMOOK COUNTY: Manhattan Beach State Wayside approx. 17 miles north of Tillamook. EDA Project No. 07-51-27014. Grading, paving and facilities.

C. G. Gredvig, Portland	$198,218.50
Ross Bros. Construction, Inc., Salem	207,711.00

AWARDED TO LOW BIDDER. (Contract No. 8629)

(8) TILLAMOOK COUNTY: Oceanside Beach State Wayside approx. 9 miles west of Tillamook. EDA Project No. 07-51-26880. Grading, paving and facilities.

C. G. Gredvig, Portland	$118,698.65
Ross Bros. Construction, Inc., Salem	139,707.20

AWARDED TO LOW BIDDER. (Contract No. 8630)

(9) UNION COUNTY: Meadow Creek Bridge Section of the Ukiah-Hilgard Highway approx. 18 miles southerly of La Grande. EDA Project No. 07-51-26989. Grading, paving and structure.

Douglas S. Coats Construction, Bend	$209,150.00
Weaver Construction Co., Union	243,575.00
Barnhardt & Platt, Inc., Salem	246,980.00 *
Ross Bros. Construction, Inc., Salem	264,340.00
Peters & Wood Company, Pasco, WA	289,579.00

* Bidder will not accept award of more than one contract at this letting.

AWARDED TO LOW BIDDER. (Contract No. 8631)

(10) COLUMBIA COUNTY: Columbia County Bridges Section on five County Roads. EDA Project No. 07-51-26760. Structures.

	Alternate A	Alternate B
Hamilton Construction Co., Springfield	$229,871.00	$243,946.00
Ross Bros. Construction, Inc., Salem	240,966.00	257,969.00
Coast Marine Const., Inc., Portland	249,744.20	272,698.42
Holst Construction Company, Oakridge	260,995.00	280,603.00
Columbia Pacific Construction Co., Lake Oswego	269,434.00 *	287,875.00 *

* Bidder will not accept award of contracts totaling more than $300,000 at this letting.

REFERRED TO COLUMBIA COUNTY.

Form E 312X (REV. 8-72) OREGON STATE HIGHWAY DIVISION JOB NUMBER 08

Summary of Bids Received and Construction Authorization

Project WILLAMETTE RIVER OVERFLOW (MP 30.4) BRIDGE

Highway ALBANY-JUNCTION CITY HIGHWAY

County LANE

F.A. Project No. EDA 007051

Engineer's Estimate 211,353.00

Date Bids Received 11/10/77

	NAME AND ADDRESS OF BIDDER	AMOUNT OF BID	
01	HAMILTON CONSTRUCTION CO SPRINGFIELD 97477	176,800.00	
02	BARNHARDT & PLATT INC SALEM 97308	179,902.00	*
03	WILBER PETERSON & SONS INC PLEASANT HILL 97401	198,753.50	
04	COLUMBIA PACIFIC CONSTRUCTION CO LAKE OSWEGO 97034	224,665.00	*

CONSTRUCTION AUTHORIZATION

Contract amount ..... $ 176,800.00

Additional anticipated items:

PERM PAVEMENT STRIPING	200.00
REMOVE PAVEMENT STRIPING	200.00
TEMPORARY EROSION CONTROL	2,500.00
ADJUST UTILITIES	.00
PACIFIC POWER & LIGHT	4,000.00
RDSIDE SEEDING & MULCHING	275.00
EDA CONSTRUCTION SIGN	1,000.00
[illegible] & EXCAVATORS (SE)	250.00

ENGINEER'S RECOMMENDATION

	NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
01	HAMILTON CONSTRUCTION CO SPRINGFIELD 97477	176,800.00
02	BARNHARDT & PLATT INC SALEM 97308	179,902.00 *
03	WILBER PETERSON & SONS INC PLEASANT HILL 97401	198,753.50
04	COLUMBIA PACIFIC CONSTRUCTION CO LAKE OSWEGO 97034	224,665.00 *

CONSTRUCTION AUTHORIZATION

Contract amount	$ 176,800.00
Additional anticipated items:	
PERM PAVEMENT STRIPING	200.00
REMOVE PAVEMENT STRIPING	200.00
TEMPORARY EROSION CONTROL	2,500.00
ADJUST UTILITIES	.00
PACIFIC POWER & LIGHT	4,000.00
RDSIDE SEEDING & MULCHING	275.00
EDA CONSTRUCTION SIGN	1,000.00
INSTALL DELINEATORS (SF)	250.00
Subtotal	$ 185,225.00
Contingencies and engineering	8,335.13
	16,670.25
Subtotal	$ 210,230.38
Credit for maintenance rock	.00
Net construction authorization	$ 210,230.38

ENGINEER'S RECOMMENDATION

Deputy State Highway Engineer

State Highway Engineer

Regional Engineer, B.P.R

1	HAMILTON CONSTRUCTION CO SPRINGFIELD 97477			176,800.00	05 711
2	BARNHARDT & PLATT INC SALEM 97308			179,902.00	05 024
3	WILBER PETERSON & SONS INC PLEASANT HILL 97401			198,753.50	05 029
4	COLUMBIA PACIFIC CONSTRUCTION CO LAKE OSWEGO 97034			224,665.00	05 229

11/10/77 JOB NUMBER 05

NO.	ITEM NAME	QUANITY	UNIT	LOW BIDDER UNIT BID	711 AMOUNT	024 UNIT BID	029 UNIT BID	229 UNIT BID	UNIT
001	MOBILIZATION	1.000	LUMP SUM	15800.00	15,800.00	20,000.00	4,000.00	21,000.00	
002	TEMPORARY PROTECTION & DIRECTION TRAFF	1.000	LUMP SUM	600.00	600.00	5,000.00	2,500.00	2,500.00	
003	TEMPORARY SIGNS	230.000	SQ FT	6.00	1,380.00	6.00	4.00	4.00	
004	TEMPORARY CONT RAIL TRAFF BARR REFLECTOR	600.000	LIN FT	3.00	1,800.00	5.00	7.00	5.00	
005	TEMPORARY REFLECTIVE PAVEMENT MARKER	70.000	EACH	5.00	350.00	5.00	5.00	7.00	
006	FLAGMEN	100.000	HOUR	16.00	1,600.00	20.00	16.00	18.00	
	ROADWORK								
007	CLEARING AND GRUBBING	1.000	LUMP SUM	750.00	750.00	2,000.00	5,000.00	5,000.00	
008	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	1.000	LUMP SUM	250.00	250.00	2,000.00	500.00	1,500.00	
009	EMBANKMENT IN PLACE	2,190.000	CU YD	5.10	11,169.00	5.00	5.10	10.00	
010	TOE TRENCH EXCAVATION	120.000	CU YD	7.00	840.00	10.00	10.00	7.00	
011	DETOUR REMOVAL EXCAVATION	2,790.000	CU YD	3.00	8,370.00	3.00	3.00	3.00	
012	FIBER FILTER	20,000.000	SQ FT	.30	6,000.00	.15	.15	.30	
013	FINISHING ROADBED AND SLOPES	1.000	LUMP SUM	1000.00	1,000.00	2,000.00	3,000.00	3,500.00	
014	FURNISHING AND PLACING TOPSOIL	860.000	CU YD	4.50	3,870.00	3.00	10.00	7.25	
015	WATERING	70.000	M-GAL	.10	7.00	10.00	10.00	10.00	
016	1"-0 AGGREGATE BASE	2,970.000	TON	6.00	17,820.00	5.00	5.25	5.50	
017	CLASS "B" OR CLASS "C" ASHALT CONCRETE	1,230.000	TON	20.00	24,600.00	19.00	18.00	20.00	

ER 05		LOW BIDDER	711	024	029	229		
QUANITY	UNIT	UNIT BID	AMOUNT	UNIT BID	UNIT BID	UNIT BID	UNIT BID	UNIT BID
1.000	LUMP SUM	15800.00	15,800.00	20,000.00	4,000.00	21,000.00		
CTION & 1.000	LUMP SUM	600.00	600.00	5,000.00	2,500.00	2,500.00		
S 230.000	SQ FT	6.00	1,380.00	6.00	4.00	4.00		
RAIL TRAFF 600.000	LIN FT	3.00	1,800.00	5.00	7.00	5.00		
CTIVE R 70.000	EACH	5.00	350.00	5.00	5.00	7.00		
100.000	HOUR	16.00	1,600.00	20.00	16.00	18.00		
RUBBING 1.000	LUMP SUM	750.00	750.00	2,000.00	5,000.00	5,000.00		
UCTURES AND 1.000	LUMP SUM	250.00	250.00	2,000.00	500.00	1,500.00		
PLACE 2,190.000	CU YD	5.10	11,169.00	5.00	5.10	10.00		
AVATION 120.000	CU YD	7.00	840.00	10.00	10.00	7.00		
EXCAVATION 2,790.000	CU YD	3.00	8,370.00	3.00	3.00	3.00		
20,000.000	SQ FT	.35	6,000.00	.15	.10	.30		
ED AND 1.000	LUMP SUM	1000.00	1,000.00	2,000.00	3,000.00	3,500.00		
PLACING 860.000	CU YD	4.50	3,870.00	3.00	10.00	7.25		
70.000	M-GAL	.10	7.00	10.00	10.00	10.00		
BASE 2,970.000	TON	6.00	17,820.00	5.00	5.25	5.50		
LASS "C" E 1,230.000	TON	20.00	24,600.00	19.00	18.00	20.00		

11/10/77 JOB NUMBER 05

NO.	ITEM NAME	QUANITY	UNIT	LOW BIDDER UNIT BID	AMOUNT	711 UNIT BID	024 UNIT BID	029 UNIT BID	229 UNIT
018	TEMPORARY DRAINAGE STRUCTURE	1.000	LUMP SUM	1600.00	1,600.00	1,500.00	2,000.00	2,000.00	
019	GUARD RAIL, TYPE 2A	200.000	LIN FT	10.00	2,000.00	11.00	12.00	12.00	
020	GUARD RAIL, TYPE 3	100.000	LIN FT	16.00	1,600.00	19.00	20.00	20.00	
021	GUARD RAIL ANCHORS, TYPE 1	4.000	EACH	250.00	1,000.00	215.00	250.00	250.00	
022	RAIL END PIECES, TYPE C	4.000	EACH	100.00	400.00	100.00	100.00	250.00	
023	LOOSE RIPRAP, CLASS 100	340.000	CU YD	10.00	3,400.00	10.00	20.00	8.00	
	STRUCTURE								
024	BRIDGE REMOVAL WORK	1.000	LUMP SUM	4000.00	4,000.00	20,000.00	6,000.00	6,872.00	
025	STRUCTURE EXCAVATION	60.000	CU YD	2.00	120.00	10.00	10.00	28.00	
026	FURNISH PILE DRIVING EQUIPMENT	1.000	LUMP SUM	5000.00	5,000.00	9,000.00	7,000.00	6,000.00	
027	FURNISH PRESTRESSED CONCRETE PILING	880.000	LIN FT	7.00	6,160.00	7.00	7.50	7.00	
028	DRIVE PRESTRESSED CONCRETE PILES	880.000	LIN FT	1.00	880.00	2.00	1.00	2.00	
029	STRUCTURAL CONCRETE, CLASS 3300	1.000	LUMP SUM	10000.00	10,000.00	17,000.00	5,800.00	13,000.00	
030	4' X 65'/70' PRESTRESSED SLABS	13.000	EACH	2400.00	31,200.00	.00	3,300.00	3,000.00	
1	REINFORCEMENT	1.000	LUMP SUM	2500.00	2,500.00	2,000.00	2,000.00	2,000.00	
032	REINFORCED CONCRETE BRDGE END PANEL	213.000	SQ YD	30.00	6,390.00	30.00	50.00	40.00	
033	ASPHALT RUBBER CHIP SEAL	362.000	SQ YD	12.00	4,344.00	11.00	11.00	13.00	
	TOTAL BID				176,800.00	179,902.00	198,753.50	224,665.00	

ER 05		LOW BIDDER	711	024	029	229		
QUANITY	UNIT	UNIT BID	AMOUNT	UNIT BID	UNIT BID	UNIT BID	UNIT BID	UNIT BID
AGE								
1.000	LUMP SUM	1600.00	1,600.00	1,500.00	2,000.00	2,000.00		
E 2A								
200.000	LIN FT	10.00	2,000.00	11.00	12.00	12.00		
E 3								
100.000	LIN FT	15.00	1,500.00	19.00	20.00	20.00		
ORS,								
4.000	EACH	250.00	1,000.00	215.00	250.00	250.00		
, TYPE C								
4.000	EACH	100.00	400.00	100.00	100.00	250.00		
LASS 100								
340.000	CU YD	10.00	3,400.00	10.00	20.00	[illegible].00		
WORK								
1.000	LUMP SUM	4000.00	4,000.00	20,000.00	6,000.00	5,[illegible]79.00		
ATION								
60.000	CU YD	2.00	120.00	10.00	10.00	28.00		
RIVING								
1.000	LUMP SUM	5000.00	5,000.00	9,000.00	7,000.00	[illegible].00		
ESSED								
880.000	LIN FT	7.00	6,160.00	7.00	7.50	7.00		
SED								
880.000	LIN FT	1.00	880.00	2.00	1.00	2.00		
CRETE,								
1.000	LUMP SUM	10000.00	10,000.00	17,000.00	9,800.00	13,000.00		
PRESTRESSED								
13.000	EACH	2400.00	31,200.00	[illegible].00	3,300.00	[illegible].00		
1.000	LUMP SUM	2500.00	2,500.00	2,000.00	2,000.00	2,000.00		
CRETE								
213.000	SQ YD	30.00	6,390.00	30.00	50.00	40.00		
CHIP SEAL								
362.000	SQ YD	12.00	4,344.00	11.00	11.00	13.00		
			176,800.00	179,902.00	198,753.50	224,565.00		

CONTRACT AWARD RECOMMENDATION

EDA Project No. 07-51-27050
Willamette Overflow Bridge
Albany-Junction City Highway

EDA Project No. 07-51-27050 was advertised for 21 days and received bid responses from five bidders on November 10, 1977.

MBE responsive bids were received from four bidders.

Hamilton Construction Co. of Springfield, Oregon submitted the low responsive bid of $176,800.00 which is $34,553.00, or 16.3%, below the Engineer's estimate of $211,353.00.

The low responsive bid tabulation has been checked for correctness and completeness.

The firm of Hamilton Construction Co. is qualified and has the ability to satisfactorily perform the contract work.

I consider the low responsive bid to be reasonable and recommend that the contract be awarded to Hamilton Construction Co. of Springfield, Oregon.

E. S. Hunter
Technical Services Engineer

November 14, 1977

OMB No. Approval Not Required

FORM ED-126
(REV. 4-8-72)

U.S. DEPARTMENT OF COMMERCE
ECONOMIC DEVELOPMENT ADMINISTRATION

EDA Project 07-51-27050

CERTIFICATE OF GRANTEE/BORROWER'S ATTORNEY

I, the undersigned, Jack Sollis, the duly authorized and acting legal representative of Oregon Department of Transportation, do hereby certify as follows:

I have examined the attached contract(s) and surety bonds and the manner of execution thereof, and I am of the opinion that each of the aforesaid agreements has been duly executed by the proper parties thereto acting through their duly authorized representatives; that said representatives have full power and authority to execute said agreements on behalf of the respective parties named thereon; and that the foregoing agreements constitute valid and legally binding obligations upon the parties executing the same in accordance with terms, conditions and provisions thereof.

Jack S. Sollis

Date: 12-15-77

USCOMM-DC 59630-P72

November 22, 1977

Hamilton Construction Co.
P. O. Box 659
Springfield, OR 97477

Gentlemen:

Enclosed are three copies of Contract No. 8627 awarded to you on November 15, 1977, for work on the Willamette River Overflow (M.P. 30.4) Bridge Section of the Albany-Junction City Highway in Lane County in the amount of $176,800.

Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day counts on this contract will begin December 5, 1977, and on-site labor on this project shall commence prior to December 31, 1977.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

dda
Enc.

bc C. T. Keasey
Walt Hart
Robert Church
John Sheldrake
Jack Martin

Form SD-430 (7-77)

U.S. DEPARTMENT OF COMMERCE
ECONOMIC DEVELOPMENT ADMINISTRATION

MINORITY BUSINESS ENTERPRISE - UTILIZATION REPORT

Part A

No Financial Assistance Shall be Approved or Disbursed Until this Report is Completed and Filed. 42 U.S.C. 6705 (f) (2).

Note: Each Grantee must complete this report before the issuance of the first letter of credit and at 40 per cent completion of the project prior to the issuance of the second letter of credit for each Local Public Works Round II Grant. See reverse for further instructions.

1. Name of Grantee (APP): Oregon Department of Transportation, Highway Division

2. EDA Project No. (PRJ): 07-51-27050

3. IRS Number (GRS): 93-6001765

4. Address: Oregon Transportation Building
Salem, Oregon 97310

5. This Report is Filed At: *(Check one)*

Initial Report (INR) [X]

40% Completion (40C) [ ] Date 11-14-77

6. The Grantee has expended or will expend at least 10 percent of the grant through minority business enterprises as required by Title I, Section 106 (f) (2) of the Public Works Employment Act of 1976, as amended (P.L. 94-369) through the use of the following minority business enterprises as contractors or sub-contractors for services or supplies:

Minority Firm Name (MFN) IRS Number (IRS)	Mailing Address	Type of Service or Supplies (XTS)	Contract To Use MBE Executed(XCX) Yes/No	Dollar Amount of Contract (XCS)
Name (MFN) Benge Paving IRS Number (IRS) 93-0602130	Street (MFA) P.O.Box 256 City (MFC) Eugene State (MFS) Oregon Zip Code (MFZ) 97401	Aggregate Base & Asphalt	Y[X] N[ ]	40,741.00
Name (MFN) IRS Number (IRS)	Street (MFA) City (MFC) State (MFS) Zip Code (MFZ)		Y[ ] N[ ]	
Name (MFN) IRS Number (IRS)	Street (MFA) City (MFC) State (MFS) Zip Code (MFZ)		Y[ ] N[ ]	
Name (MFN) IRS Number (IRS)	Street (MFA) City (MFC) State (MFS) Zip Code (MFZ)		Y[ ] N[ ]	
Name (MFN) IRS Number (IRS)	Street (MFA) City (MFC) State (MFS) Zip Code (MFZ)		Y[ ] N[ ]	
Name (MFN) IRS Number (IRS)	Street (MFA) City (MFC) State (MFS) Zip Code (MFZ)		Y[ ] N[ ]	

7. Total Dollar Amount to be Expended for Minority Business Enterprises: (XTS) $ 40,741.00

Total Amount of Grant: (TAG) $ 320,000.00

8. Please indicate if a waiver request has been approved by EDA (XWR) Y[ ] N[X]

If so, please indicate the degree of minority business utilization still required. (XW%)_____ Waiver Date (XWD)_____

C. T. Keasey, Construction Engineer
Name and Title of Authorized Officer (OFF)

503-378-6318
Phone No. (FON)

11-14-77

93-6001765

4. Address:

Oregon Transportation Building
Salem, Oregon 97310

Initial Report (INR) [X]

40% Completion (40C) [ ] 11-14-77 Date

6. The Grantee has expended or will expend at least 10 percent of the grant through minority business enterprises as required by Title I, Section 106 (f) (2) of the Public Works Employment Act of 1976, as amended (P.L. 94-369) through the use of the following minority business enterprises as contractors or sub-contractors for services or supplies:

Minority Firm Name (MFN) IRS Number (IRS)	Mailing Address	Type of Service or Supplies (XTS)	Contract To Use MBE Executed(XCX) Yes/No	Dollar Amount of Contract (XCS)
Name (MFN) Benge Paving IRS Number (IRS) 93-0602130	Street (MFA) P.O.Box 256 City (MFC) Eugene State (MFS) Oregon Zip Code (MFZ) 97401	Aggregate Base & Asphalt	Y[X] N[ ]	40,741.00
Name (MFN) _____ IRS Number (IRS) _____	Street (MFA) _____ City (MFC) _____ State (MFS) _____ Zip Code (MFZ)		Y[ ] N[ ]	
Name (MFN) _____ IRS Number (IRS) _____	Street (MFA) _____ City (MFC) _____ State (MFS) _____ Zip Code (MFZ)		Y[ ] N[ ]	
Name (MFN) _____ IRS Number (IRS) _____	Street (MFA) _____ City (MFC) _____ State (MFS) _____ Zip Code (MFZ)		Y[ ] N[ ]	
Name (MFN) _____ IRS Number (IRS) _____	Street (MFA) _____ City (MFC) _____ State (MFS) _____ Zip Code (MFZ)		Y[ ] N[ ]	
Name (MFN) _____ IRS Number (IRS) _____	Street (MFA) _____ City (MFC) _____ State (MFS) _____ Zip Code (MFZ)		Y[ ] N[ ]	

7. Total Dollar Amount to be Expended for Minority Business Enterprises: (XT$) $ 40,741.00

Total Amount of Grant: (TAG) $ 320,000.00

8. Please indicate if a waiver request has been approved by EDA (XWR) Y[ ] N[X]

If so, please indicate the degree of minority business utilization still required. (XW%)_____ Waiver Date (XWD)_____

C. T. Keasey, Construction Engineer — 503-378-6318

Name and Title of Authorized Officer (OFF) — *Phone No. (FON)*

C T Keasey — 11-14-77

Signature — *Date (GRD)*

PLEASE NOTE: CHARACTERS IN PARENTHESES ARE FOR OFFICIAL USE ONLY

USCOMM-DC 64184-P77

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

WILLAMETTE OVERFLOW BRIDGE MP 30.4

EDA Project No. 07-51-27050 State Oregon County Lane

Line Items	Previous	Present
Administrative Expense	$ 0	$ 0
Architectural/Engineering (Updating and/or completion of Plans and Specifications)	0	0
Other Architectual Engineering Fees	0	0
Project Inspection Fees	32,000	16,670
Relocation Expenses	0	0
Relocation Payments to Individuals and Businesses	0	0
Demolition and Removal		
(a) Labor	0	0
(b) non-Labor	0	0
Construction and Project Improvement		
(a) Labor	101,542	61,880
(b) non-Labor	165,125	114,920
Equipment	0	0
Contingencies	21,333	126,530
Total Estimated Costs	$ 320,000	$ 320,000

Remarks:

REVISED PROJECT BUDGET BASED UPON CONTRACT AWARD.

USCOMM-DC 18761-P76

12/13/77 8627
Original Instrs to C.T. Kenny

UNITED STATES DEPARTMENT OF COMMERCE
Economic Development Administration
Washington, D.C. 20230

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM
LGE ☐ FAE ☒ OPE

ORE. DPT. TRANS.
PROJ MGT. BRANCH
207 TRANS. BLDG.
SALEM OR 97310

DEC 13 1977

File: PM [illegible]
LG (

L-OR-5037-0 [redacted] 770929

TAA

Will Overflow Bx
mp. 30.A

MEMORANDUM FOR: LOCAL PUBLIC WORKS GRANTEE
AND LPW EVALUATION REPRESENTATIVE

SUBJECT: Evaluation of the Local Public Works Program

Selection of your project for program evaluation

Your Local Public Works (LPW) project has been selected for evaluation of the Local Public Works Capital Development and Investment Program being conducted by the Economic Development Administration (EDA). The purpose of this evaluation is to ascertain the economic impact of the Local Public Works Program--the largest public works program since the 1930's. It is anticipated that approximately 4,000 projects will be included in this evaluation effort. A successful LPW evaluation will provide the Congress, the Administration, and the public with a better understanding of the benefits of this type of program. This important evaluation effort will require your full cooperation in carefully fulfilling the LPW Grantee responsibilities which are outlined in this letter.

Need for Grantee to appoint an LPW Evaluation Representative

Of primary importance is the need for the Grantee to immediately select an LPW Evaluation Representative to serve as EDA's contact for matters pertaining to EDA's requirements for the collection of evaluation data. The Grantee can select any individual qualified to assume the responsibilities as outlined in the paragraph below. One consideration is to include the role of the Evaluation Representative as part of the functions of the Project Coordinator or the Project Clerk, if either of these two positions exist. Hiring an individual for either of these two positions must be based upon the conditions specified in 5 and 6 respectively in the Second Edition of Engineering and Construction Guidelines for Local Public Works Capital Development and Investment Program.

Specific responsibilities of the LPW Evaluation Representative are:

(1) to inform EDA (on Form ED-747) of each Contractor and Subcontractor to perform on-site construction work on the Grantee's LPW project;

(2) to establish a mechanism insuring that each Contractor and Subcontractor performing on-site construction work submits payroll data (on Form ED-746) to EDA (with a copy to the Grantee) for each pay period;

(3) to monitor submitted payroll data and to take appropriate action to insure that each Contractor and Subcontractor submits a properly completed payroll reporting form for each pay period; and

(4) to satisfactorily respond to all of EDA's requests for assistance pertaining to data matters.

NOTE: Omit architectural, consulting and engineering firms. See the enclosed June 22, 1977 memorandum (Guidelines for reporting and non-reporting of employees for a pay period on ED-746 Payroll Reporting Form) by Anthony J. Sulvetta for an explanation as to (1) which organizations and firms are to submit Form ED-746 payroll reporting forms and therefore are to be identified on Form ED-747 and (2) which employees are to be reported on Form ED-746.

Importance of LPW Evaluation Representative

The enclosed copy of this letter should immediately be given to the appointed LPW Evaluation Representative. It is essential that the Evaluation Representative completely understands the intent and the uses of Form ED-747 and Form ED-746 (as well as their respective instructions) with which EDA will collect data for the evaluation of the LPW program. These forms are discussed below:

(1) Form ED-747 -- Identification of LPW Evaluation Representative, Contractors and Subcontractors. This form is used:

(a) to identify the Grantee-appointed LPW Evaluation Representative; and

(b) to identify each Contractor and Subcontractor to perform on-site construction work. The Evaluation Representative should immediately identify these Contractors and Subcontractors as they become known.

(2) Form ED-746 -- Local Public Works Payroll Reporting Form. Every Contractor and Subcontractor performing on-site construction work on your LPW project must submit an ED-746 payroll form by mail to EDA (with a copy to the Grantee) for each of its pay periods until completion of its work on the project. The Evaluation Representative is responsible for the submission of correctly completed payroll forms by each Contractor and Subcontractor. The Evaluation Representative will also distribute blank forms and provide guidance, as required, to assure proper completion and submission of forms. An initial supply of these forms are enclosed. Contractors and Subcontractors are to be informed that additional ED-746 Payroll Reporting Forms may be obtained either from the Evaluation Representative or from EDA through direct request to the address printed on the form.

Need to comply with program evaluation requirements

The Economic Development Administration recognizes the additional effort required of organizations and firms in reporting LPW evaluation data. However, it is EDA's belief that the benefits to be derived from this comprehensive analysis will be well worth the additional effort. Please be aware that your acceptance of the Grant Offer commits you to submitting the requested information. (Refer to Section D, item 30, of the Standard Terms and Conditions, Exhibit "B-LPW.")

Obtaining answers to questions about LPW program evaluation

Should the appointed LPW Evaluation Representative, or anyone else, have questions concerning the completion and submission of forms, ED-747 and ED-746, please call EDA's Information Systems and Services Division (telephone number (202) 377-4781, collect) and ask for the "LPW Evaluation Desk." Questions relating to the purpose of the evaluation, types of analysis to be performed, etc., should be directed to Robert Wilson of EDA's Program Analysis Division (telephone number (202) 377-4720, collect).

Thank you for your valuable assistance in the important evaluation of the LPW program.

Sincerely,

Robert T. Hall
Assistant Secretary
for Economic Development

8627

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109
(206) 442-7000

November 9, 1977

Mr. D. H. Moehring
OR Dept. of Transportation
207 Transportation Building
Salem, OE 97310

Bear Cr.

Willi Overflow
P.P. 30.A

Re: EDA Project Number 07-51-26879 and 07-51-27050

Dear Mr. Moehring:

This is to inform you that we have received information about your special condition regarding review by the Department of Wildlife & Fish. Based on this information, we have determined that you have complied with this special condition.

If you have any other questions regarding this special condition or other environmental special conditions attached to your grant offer, please contact Michael Jonas. Envirnmental Protection Specialist, at (206) 442-7000.

Sincerely,

Donald L. Gould

Donald L. Gould
LPW Division

8627 58

Department of Fish and Wildlife
OFFICE OF THE DIRECTOR
506 S.W. MILL STREET, PORTLAND, OREGON 97208

ROBERT W. STRAUB
GOVERNOR

November 1, 1977

Mr. J. H. Versteeg
Department of Transportation
Oregon State Highway Division
223 Transportation Building
Salem, Oregon 97310

WILLAMETTE RIVER OVERFLOW (M.P. 30.1)
BRIDGE SECTION
ALBANY-JUNCTION CITY HIGHWAY

Dear Sir:

The Department of Fish and Wildlife has reviewed plans and specifications for the above-mentioned project. We believe this project will have minimal impacts on fish and wildlife.

If we can be of further assistance, please call.

Sincerely,

Jim Lauman

JIM LAUMAN
STAFF BIOLOGIST
ENVIRONMENTAL MANAGEMENT SECTION

JL:ek

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
NOV 0 2 1977
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration

EXHIBIT "A"

Local Public Works Program

Project No.: 07-51-27019

Willamette R. Overflow Bridge (B-1)
MP 30.1

SPECIAL CONDITIONS

1. Prior to the start of construction, the Grantee will provide evidence to the Regional Director, EDA, WRO, that the Oregon Department of Fish and Wildlife has reviewed the project plans and is satisfied that their recommendations have been considered in the final project plans.

2. Prior to the start of construction, the Grantee shall provide the Regional Director, Western Regional Office, Economic Development Administration, with a written commitment, satisfactory to the Government, of a plan to implement an upward-mobility program for females due to the concentration of females in lower job classifications. This commitment should consist of specific goals and timetables designed to increase the proportions of females in higher job classifications.

3. Prior to the start of construction, the Grantee shall provide the Regional Director, WRO, EDA, with a written commitment, satisfactory to the Government, to increase its female workforce. The commitment shall include goals and timetables based on the analysis of the labor force in the local commuting area. It shall also specify female recruitment sources, placement procedures and other affirmative actions taken that are designed to bring the level of female utilization up to the level that is within the available labor force.

8627

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ROBERT W. STRAUB
GOVERNOR

Department of Fish and Wildlife
OFFICE OF THE DIRECTOR
506 S.W. MILL STREET, PORTLAND, OREGON 97208

October 18, 1977

Oregon State Highway Division
c/o Don Trout
223 Transportation Bldg.
Salem, Oregon 97310

Re: Willamette River Overflow (M.P.30.4)
Bridge Section
Albany-Junction City Highway
Lane County

Dear Don:

We have reviewed plans and specials submitted for the above listed project and find our previous comments included. Thus, we do not anticipate any significant adverse impacts to fish or wildlife.

If we can be of further assistance, please call.

Sincerely,

Jim Lauman

JIM E. LAUMAN, Staff Biologist
Environmental Management Section

JEL:mw

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
OCT 20 1977
ENGINEERING SECTION

L Trout
Do Not File [ ]
Return To
Bring Up ___/___/___
Action

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration

EXHIBIT "A"

Local Public Works Program

Project No.:07-51-27050
Willamette Overflow Bridge (B-2)
MP 30.9

SPECIAL CONDITIONS

1. Prior to the start of construction, the Grantee will provide evidence to the Regional Director, EDA, WRO, that the Oregon Department of Fish and Wildlife has reviewed the project plans and is satisfied that their recommendations have been considered into the final project plans.

2. Prior to the start of construction, the Grantee shall provide the Regional Director, EDA, WRO, with a written commitment, satisfactory to the Government, of a plan to implement an upward-mobility program for females due to the concentration of females in lower job classifications. This commitment should consist of specific goals and timetables designed to increase the proportions of females in higher job classifications.

3. Prior to the start of construction, the Grantee shall provide the Regional Director, WRO, EDA, with a written commitment, satisfactory to the Government, to increase its female workforce. The commitment shall include goals and timetables based on the analysis of the labor force in the local commuting area. It shall also specify female recruitment sources, placement procedures and other affirmative actions taken that are designed to bring the level of female utilization up to the level that is within the available labor force.

8627

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

October 17, 1977

Mr. C. Mark Smith, Regional Director
Economic Development Administration
Suite 500, Lake Union Building
1700 Westlake Avenue, North
Seattle, WA 98109

Dear Mr. Smith:

SUBJECT: Project No. 07-51-27050
Willamette Overflow Bridge (B-2)
Albany-Junction City Highway

Attached is our latest cost estimate for the subject project. We have reviewed the estimate and consider the costs to be reasonable.

We have obtained all the necessary Federal, State and local approvals necessary to contract the subject project. Copies of the following approvals are attached:

Letter of February 4, 1977, Div. of State Lands

We plan to advertise for bidders on October 20, 1977 and open bid proposals on November 10, 1977.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. H. Moehring
Project Management Engineer

NOTED
H.S.COULTER

RU:ljt
Att.

bc: H. S. Coulter
E. S. Hunter
J. H. Versteeg
C. T. Keasey
John Sheldrake, Region 2

RECEIVED
STATE HWY ENGR
OCT 17 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Section Willamette River Overflow (M.P. 30.4) Bridge Programming Estimate $ 248,000

Highway Albany - Junction City Project Length 0.09 mile

County Lane Completion Time 225 calendar days

Kind of Work Grading, Paving & Structure Late May 78

Prefix 20 - 1997B FA Project No. EDA

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 211,353.00

Anticipated Additional Items:

Royalty Payment	
Building Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	200.00
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	200.00
Temporary Erosion Control	2,500.00
State Furnished	
Install Water Meter	
Furnish Water	
Laboratory Fees	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing	
Bikeway Signs	
Furnish Mail Box Posts	
Adjust Utilities	
Pacific Power & Light	4,000.00
Roadside Seeding & Mulching (S.F.)	275.00
~~Misc. Permit Fees~~ EDA Construction sign	1000.00
Install Delineators (S.F.)	250.00

$ 8,425.00

$ 219,778.00

Contingencies (4-1/2%) 9,890.01

Engineering (9 %) 19,780.02

SUBTOTAL $

Credit for

Estimated Net Authorization, Construction $249,448.03

APPROVED

Rev 30 ~~28~~ Sep 77

Road Design Engineer

APPROVED

FINAL DESIGN ENGR.

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of _____

Date _____

Section Willamette River Overflow (MP 30.4) Bridge County Lane

Kind Of Work Grading, Paving & Structure Length 0.09 mi. Name Butler

8-5-77

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (8%)		Lump Sum	All	Lump Sum	14,900.00
	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	3,000.00
	Temporary Signs		Sq. Ft.	230	6.00	1,380.00
	Temporary Continuous Rail Traffic Barriers, Reflectorized		Lin. Ft.	600	11.00	6,600.00
	Temporary Reflective Pavement Markers		Each	70	4.25	297.50
	Flagmen		Hour	100	17.50	1,750.00
	ROADWORK					
	Clearing and Grubbing		Lump Sum	All	Lump Sum	750.00
	Removal of Structures and Obstructions		Lump Sum	All	Lump Sum	1,000.00
	Embankment in Place		Cu. Yd.	2,190	~~5.00~~ 2.50	10,950.00
	Toe Trench Excavation		Cu. Yd.	120	6.50	780.00
	Detour Removal Excavation		Cu. Yd.	2,790	~~2.75~~ 2.70	7,672.50
	Fiber Filter		Sq. Ft.	20000	0.20	4,000.00
	Finishing Roadbed and Slopes		Lump Sum	All	Lump Sum	3,000.00
	Furnishing and Placing Topsoil		Cu. Yd.	860	5.00	4,300.00
	Watering		M-Gal	70	8.00	560.00

OREGON STATE HIGHWAY DIVISION

SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 2 of _____

Date _____

Section Willamette River Overflow (MP 30.4) Bridge County Lane

Kind Of Work Grading, Paving & Structure Length 0.09 mi. Name Butler

No	Item	Code	Unit	Quant.	Unit Cost	Total
	1"-0 Aggregate Base		Ton	2,970	5 ~~50~~ ~~4.35~~	16,335.00
	Class "B" or Class "C" Asphalt Concrete		Ton	1,230	20.00	24,600.00
	Temporary Drainage Structure		Lump Sum	All	Lump Sum	1,250.00
	Guard Rail, Type 2A		Lin. Ft.	200	10.00	2,000.00
	Guard Rail, Type 3		Lin. Ft.	100	20.00	2,000.00
	Guard Rail Anchors, Type 1		Each	4	275.00	1,100.00
	Rail End Pieces, Type C		Each	4	130.00	520.00
	Loose Riprap, Class 100		Cu. Yd.	340	20.00	6,800.00

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of _____

Date _____

Section Willamette River Overflow (MP 30.4) Bridge County Lane

Kind Of Work _____ Length _____ Name Butler

No	Item	Code	Unit	Quant.	Unit Cost	Total
	STRUCTURE					
	Bridge Removal Work (3042 SF @ 4)		Lump Sum	All	Lump Sum	12,168.00
	Structure Excavation		Cu. Yd.	60	10.00	600.00
	Furnish Pile Driving Equipment		Lump Sum	All	Lump Sum	5,000.00
	Furnish Prestressed Concrete Piling		Lin. Ft.	880	9.00	7,920.00
	Drive Prestressed Concrete Piles		Lin. Ft	880	2.00	1,760.00
	Structural Concrete, Class 3300 (27@150, 28@170)		Lump Sum	All	Lump Sum	8,810.00
	4'x65'/70' Prestressed Slabs		Each	13	3,500.00	45,500.00
	Reinforcement (6200@.26)		Lump Sum	All	Lump Sum	1,612.00
	Reinforced Concrete Bridge End Panels		Sq. Yd.	213	38.00	8094.00
	Asphalt-Rubber Chip Seal		Sq. Yd.	362	12.00	4,344.00
						(75,808)
	Total					211,353.00

8627

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 14, 1977

Department of Fish and Wildlife
506 SW Mill Street
Portland, Oregon 97402

Attention: Jim Lauman

Dear Mr. Lauman:

Re: Willamette River Overflow (M.P. 30.4)
Bridge Section
Albany-Junction City Highway
Lane County

We have been successful in obtaining a grant from the Economic Development Administration for the construction of this project. One of the Special Conditions along with the grant is that we provide evidence "that the Oregon Department of Fish and Wildlife has reviewed the project plans and is satisfied that their recommendations have been considered into the final project plans". A letter to the Division of State Lands in January of this year (copy attached) revealed that a removal/fill permit was not needed. The structure is over an overflow channel that only contains water during flood time.

The enclosed plans and specifications are for your review, comments and/or approval to satisfy the EDA requirement. If you have any questions, please call. Your early reply would be appreciated.

Very truly yours,

J. H. Versteeg
Head of Engineering
By:

ORIGINAL SIGNED
DONALD L. TROUT

Donald L. Trout
Office Engineer

DLT:jh
bc: Richard Unrein

RICHARD UNREIN

Form 81-734-3122

#8627

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

October 7, 1977

MISC. CONTRACTS and AGREEMENTS No. 6395

Mr. C. Mark Smith
Western Regional Director
Economic Development Administration
Suite 500
1700 Westlake, Avenue North
Seattle, WA 98109

Dear Mr. Smith:

SUBJECT: Project No. 07-51-27050
Willamette Overflow Bridge Section
Albany-Junction City Highway

Enclosed is a fully executed copy of our affirmation of the Grant for EDA LPW Project 07-51-27050.

We have a current letter of credit (Number 13-20-7199) under Round I.

Mr. C. T. Keasey, Construction Engineer, 504 Executive House, 325 13th Street N.E., Salem, Oregon 97310, telephone number (503)378-6318, has been designated as our Project Coordinator for Project No. 07-51-27050.

Very truly yours,

ORIGINAL SIGNED BY
D. H. MOEHRING

D. H. Moehring
Project Management Engineer

Enclosure

bc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
V. E. Skoog
C. T. Keasey
C. W. Head
J. Sheldrake, Region 2
J. H. Versteeg

RU:dpy

12-9-77 noted in agree. book fm

NOTED
C. W. HEAD

UNITED STATES DEPARTMENT OF COMMERCE
The Assistant Secretary for Economic Development
Washington, D.C. 20230

In reply refer to
Project No.:07-51-27050 William O'Hara BF (B-2)

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
OCT 1 1977
File: PM FA
TAA _____ LG OP

SEP 29 1977

Mr. D. H. Moehring
Project Management Engineer
Oregon Department of Transportation
207 Transportation Building
Salem, Oregon 97310

Dear Mr. Moehring:

We are pleased to enclose two signed copies of an Approval and Award of Grant issued pursuant to your application for Federal assistance under the provisions of the Local Public Works Capital Development and Investment Act of 1976, as amended by the Public Works Employment Act of 1977. The total project cost is based on the line item estimates contained in Attachment No. 1 hereto.

Your affirmation of intent to make prompt utilization of the Grant shall be indicated by the signature of your principal official on one of the signed copies. The official's signature shall be certified by an authorized official other than your principal official. Send the accepted copy to the Director, Western Regional Office, Suite 500, 1700 Westlake Avenue, North, Seattle, Washington 98109.

Also, enclosed are two copies each of Form ED-1004, "Designation of Depositary for Direct Deposit of Grant and/or Loan Funds," and Form SF-1194, "Authorized Signature Card for Payment Vouchers on Letter of Credit," which must be completed and forwarded to the Regional Office in order for you to be issued a letter of credit. (The issuance of a letter of credit may not be necessary if you have an existing letter of credit from this agency, or if your total grant funding under this legislation is less than $120,000; in such cases please contact the LPW Letter of Credit Designee at the Regional Office before completing these forms.)

You are cautioned not to make any commitments in reliance on this grant, nor to enter into negotiations relative hereto, until you have carefully reviewed the terms and conditions and

have determined that you are in compliance or that you can comply therewith. Any commitments or undertakings entered into prior to obtaining the approval of the Government in accordance with its terms and conditions will be at your own risk.

We would like to remind you that on-site labor must commence within 90 days of the date of your receipt of this Award of Grant.

We would also like to emphasize the importance of the statutory requirement that at least 10% of the grant funds be expended for minority business enterprises. You should read the enclosed guidelines carefully to make sure that you take the steps necessary to fulfill that requirement.

Sincerely,

Robert J. Hall

Assistant Secretary
for Economic Development

Enclosures

CERTIFIED
No. 749114
MAIL

Received 10/3/77

8627

STATE OF OREGON

INTEROFFICE MEMO

TO: FILES

DATE: October 5, 1977

FROM: Richard Unrein
Special Programs Coordinator

SUBJECT: Willamette Overflow Bridge (B-2)
EDA Project No. 07-51-27050

Approval and Award of Grant: September 29, 1977
Receipt of Grant Award: October 3, 1977
Affirmation of Grant Utilization by: October 28, 1977
On-Site Labor Must Begin by: January 1, 1978
Grant Amount: $320,000

SPECIAL CONDITIONS

1. Provide evidence Oregon Fish & Wildlife has approved of final plans and specifications prior to start of construction.

2. Provide written commitment for upward-mobility program for ODOT females prior to start of construction.

3. Provide written commitment to increase ODOT female work force prior to start of construction.

STANDARD TERMS AND CONDITIONS
(Highlights)

1. 10% MBE requirement in all contracts.

   (a) Must submit MBE report before any letter of credit will be issued.

   (b) A Second MBE report must be submitted at 40% completion to receive second letter of credit.

2. Prior to solicitation of bids furnish evidence to EDA that

   (a) Project costs are reasonable.

   (b) All approvals have been obtained to complete project.

RU:dpy

cc: E. S. Hunter
C. T. Keasey
Walter Hart
V. E. Skoog
J. H. Versteeg
J. Sheldrake, Region 2

81-125-1387

9627

58

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 9/12/77
Donald L. Bent

~~8-25-77~~ 9-22-77 Bid Letting _____ All Clear Deadline

SECTION WILLAMETTE RIVER OVERFLOW (MP 30.1 & 30.4) BRS
Highway Albany-Jct. City
County Lane Region 2
Type of Work Structures Funds ERA
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration	X					
Project Assessment		X			X	No problems
Write-off Letter	X					
PERMITS:						
Division of State Lands	X					Letter from DSL says N/A
D.O.G.M.I.	X					
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage	X					
NOISE:						
Noise Study	X					

B-2

8627

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109

(206) 442-5868

August 15, 1977

Locator No.: OR-5037-0

Mr. D. H. Moehring
Oregon Dept. of Transportation
207 Transportation Bldg.
Salem, Oregon 97310

Dear Mr. Moehring:

This is to acknowledge that on August 5, 1977 the Economic Development Administration received your application for a grant of $320,000.00 for construction of Willamette Overflow Bridge replacement in Lane County, Oregon.

EDA has begun to process your application. The Project locator number assigned to your application is No. OR-5037-0 and should be used as a reference in future correspondence.

With warm regards,

C. Mark Smith
Regional Director

NOTED
RICHARD UNREIN

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
AUG 17 1977

File: PM FA
TAA _____ LG OP

8627

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

August 11, 1977

RECEIVED
DOT OPERATIONS
AUG 11 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Mr. C. Mark Smith, Regional Director
Economic Development Administration
Suite 500, Lake Union Building
1700 Westlake Avenue, North
Seattle, WA 98109

Attention Mr. Ken Goddard

Dear Mr. Smith:

Your office telephoned August 10, 1977 and questioned several items on Page 6 of Form ED-101 LPW-S on several of our Round II EDA applications.

Line 4 represents our total construction engineering and inspection costs for performing this work with our engineering forces. We do not make a distinction between construction engineering administration and staking costs and inspection costs in our estimates or project-billing records.

Line 9 is in error and should be zero. The amount shown should be added to line 9b.

The above items pertain to the following Round II applications:

Project	ODOT Number	Cost
Willamette River Overflow Bridge Albany-Junction City Highway	B-1	$350,000
Willamette Overflow Bridge Albany-Junction City Highway	B-2	$320,000
Bear Creek Bridge Coquille-Bandon Highway	B-3	$210,000
North Powder River Bridge Haines-Anthony Highway	B-5	$165,000

Project	ODOT Number	Cost
Meadow Creek Bridge Ukiah-Hilgard Highway	B-7	$250,000
Oak Ranch Creek Bridge Nehalem Highway	B-9	$250,000
Deer Island Wayside Lower Columbia River Highway	B-13	$50,000

If you have any further questions, please write or call at (503) 378-6563.

Very truly yours,

ORIGINAL SIGNED BY
D. H. MOEHRING

D. H. Moehring
Project Management Engineer

bc: F. B. Klaboe
E. S. Hunter

RU:dpy

8627

58

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
AUG 0 9 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

August 9, 1977

Mr. John Nelson
96035 Norton Road
Junction City, Oregon 97448

Dear Sir:

Reference is made to your request to have excess material from the proposed Willamette River Overflow Bridges project to be placed on your property.

It is anticipated that this material, mostly from granular detour removal, will be shown as excess on our contractor's plans and will become the property of the contractor.

Please contact our Resident Engineer Jack Martin, 1010 Airport Road, Albany, Oregon 97321, phone 926-5571, ext. 275, for the successful contractor's name or for further assistance.

Very truly yours,

J. H. Versteeg
Head of Engineering
By:

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

WHS:az
cc: J. Sheldrake
E. Welsh
J. Martin

8627

Section Willamette River Overflow (M.P. 30.4) Bridge Programming Estimate $248,000

Highway Albany - Junction City Project Length 0.09 mile

County Lane 8-5-77 Completion Time 225 calendar days

Kind of Work Grading, Paving & Structure Late May 78

Prefix 20 - 1997B FA Project No. [redacted] 0F-5077-0

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$211,353.00
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	200.00	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)	200.00	
Temporary Erosion Control	2,500.00	
State Furnished		
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Pacific Power & Light	4,020.00	
Roadside Seeding & Mulching (S.F.)	275.00	
~~Misc. Permit Fees~~		
Install Delineators (S.F.)	250.00	
		$7425.00
		$218,778.00
Contingencies (4-1/2%)		9,845.01
Engineering (9 %)		19,690.02
SUBTOTAL		$
Credit for		
Estimated Net Authorization, Construction		$248,313.03

APPROVED

Rev 28 Sep 77

NOTED
RICHARD UNREIN

Road Design Engineer

APPROVED
Duane A. Christensen
FINAL DESIGN ENGR.

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of _____

Date _____

Section Willamette River Overflow (MP 30.4) Bridge County Lane

Kind Of Work Grading, Paving & Structure Length 0.09 mi. Name Butler

8-5-77 8

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (8%)		Lump Sum	All	Lump Sum	14,900.00
	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	3,000.00
	Temporary Signs		Sq. Ft.	230	6.00	1,380.00
	Temporary Continuous Rail Traffic Barriers, Reflectorized		Lin. Ft.	600	11.00	6,600.00
	Temporary Reflective Pavement Markers		Each	70	4.25	297.50
	Flagmen		Hour	100	17.50	1,750.00
	ROADWORK					
	Clearing and Grubbing		Lump Sum	All	Lump Sum	750.00
	Removal of Structures and Obstructions		Lump Sum	All	Lump Sum	1,000.00
	Embankment in Place		Cu. Yd.	2,190	~~5.00~~ 2.50	10,950.00
	Toe Trench Excavation		Cu. Yd.	120	6.50	780.00
	Detour Removal Excavation		Cu. Yd.	2,790	~~2.75~~ 2.50	7,672.50
	Fiber Filter		Sq. Ft.	20,000	0.20	4,000.00
	Finishing Roadbed and Slopes		Lump Sum	All	Lump Sum	3,000.00
	Furnishing and Placing Topsoil		Cu. Yd.	860	5.00	4,300.00
	Watering		M-Gal	70	8.00	560.00

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of _____

Date _____

Section Willamette River Overflow (MP 304) Bridge County Lane

Kind Of Work Grading, Paving & Structure Length .009mi. Name Butler

No	Item	Code	Unit	Quant.	Unit Cost	Total
	1"-0 Aggregate Base		Ton	2,970	5 50/~~4 35~~	16,335 00
	Class "B" or Class "C" Asphalt Concrete		Ton	1,230	20 00	24,600 00
	Temporary Drainage Structure		Lump Sum	All	Lump Sum	1,250 00
	Guard Rail, Type 2A		Lin. Ft.	200	10 00	2,000 00
	Guard Rail, Type 3		Lin. Ft.	100	20 00	2,000 00
	Guard Rail Anchors, Type 1		Each	4	275 00	1,100 00
	Rail End Pieces, Type C		Each	4	130 00	520 00
	Loose Riprap, Class 100		Cu. Yd.	340	20 00	6,800 00

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of _____
Date _____

Section Willamette River Overflow (MP 30.4) Bridge
County Lane
Kind Of Work _____ Length _____
Name Butler

No	Item	Code	Unit	Quant.	Unit Cost	Total
	STRUCTURE					
1	Bridge Removal Work (3042 SF @ 4)		Lump Sum	All	Lump Sum	12,168.00
	Structure Excavation		Cu. Yd.	60	10.00	600.00
	Furnish Pile Driving Equipment		Lump Sum	All	Lump Sum	5,000.00
	Furnish Prestressed Concrete Piling		Lin. Ft.	880	9.00	7920.00
	Drive Prestressed Concrete Piles		Lin. Ft	880	2.00	1,760.00
	Structural Concrete, Class 3300 (27 @ 150, 28 @ 170)		Lump Sum	All	Lump Sum	8,810.00
	4'x65'/70' Prestressed Slabs		Each	13	3,500.00	45,500.00
	Reinforcement (6200 @ .26)		Lump Sum	All	Lump Sum	1,612.00
	Reinforced Concrete Bridge End Panels		Sq. Yd.	213	38.00	8,094.00
	Asphalt-Rubber Chip Seal		Sq. Yd.	362	12.00	4,344.00
						(95,808)
	Total					211,353.00

8627

ODOT B-E

Section Willamette River Overflow (M.P. 30.4) Bridge Programming Estimate $ 236,000

Highway Albany - Junction City Project Length 0.09 mile

County Lane Completion Time 225 calendar days

Kind of Work Grading, Paving & Structure late May 78

Prefix 20 - 1997B FA Project No. EDA

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 200,928 00

Anticipated Additional Items:

Royalty Payment	
Building Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	200 00
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	200 00
Temporary Erosion Control	2,500 00
State Furnished	
Install Water Meter	
Furnish Water	
Laboratory Fees	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing	
Bikeway Signs	
Furnish Mail Box Posts	
Adjust Utilities	
Pacific Power & Light	4,000 00
Relocate Irrigation Line	
~~Misc. Permit Fees~~	
Install Delineators (S.F.)	250 00

$ 7,150 00

$ 208,078 00

Contingencies (4-1/2%) 9,363 51

Engineering (9 %) 18,727 02

SUBTOTAL $

Credit for . . . . .

Estimated Net Authorization, Construction $236,168 53

APPROVED

Road Design Engineer

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of _____
Date _____

Section Willamette River Overflow (MP 30.4) Bridge County Lane
Kind Of Work Grading, Paving & Structure Length 0.09 mi. Name Butler

8-5-77 8

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (8%)		Lump Sum	All	Lump Sum	14,900 00
	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	3,000 00
	Temporary Signs		Sq. Ft.	230	6 00	1,380 00
	Temporary Continuous Rail Traffic Barriers, Reflectorized		Lin. Ft.	600	11 00	6,600 00
	Temporary Reflective Pavement Markers		Each	70	4 25	297 50
	Flagmen		Hour	100	17 50	1,750 00
	ROADWORK					
	Clearing and Grubbing		Lump Sum	All	Lump Sum	750 00
	Removal of Structures and Obstructions		Lump Sum	All	Lump Sum	1,000 00
	Embankment in Place		Cu. Yd.	2,190	2 50	5,475 00
	Toe Trench Excavation		Cu. Yd.	120	6 50	780 00
	Detour Removal Excavation		Cu. Yd.	2,790	2 20	6,138 00
	Fiber Filter		Sq. Ft.	20,000	0 20	4,000 00
	Finishing Roadbed and Slopes		Lump Sum	All	Lump Sum	3,000 00
	Furnishing and Placing Topsoil		Cu. Yd.	860	5 00	4,300 00
	Watering		M-Gal	70	8 00	560 00

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of _____
Date _____

Section Willamette River Overflow (MP 30.4) Bridge County Lane
Kind Of Work Grading, Paving & Structure Length 0.09 mi Name Butler

No	Item	Code	Unit	Quant.	Unit Cost	Total
	1"-0 Aggregate Base		Ton	2,970	4 35	12,919 50
	Class "B" or Class "C" Asphalt Concrete		Ton	1,230	20 00	24,600 00
	Temporary Drainage Structure		Lump Sum	All	Lump Sum	1,250 00
	Guard Rail, Type 2A		Lin. Ft.	200	10 00	2,000 00
	Guard Rail, Type 3		Lin. Ft.	100	20 00	2,000 00
	Guard Rail Anchors, Type 1		Each	4	275 00	1,100 00
	Rail End Pieces, Type C		Each	4	130 00	520 00
	Loose Riprap, Class 100		Cu. Yd.	340	20 00	6,800 00
						(10,220)

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of _____
Date _____

Section Willamette River Overflow (MP 30.4) Bridge County Lane

Kind Of Work _____ Length _____ Name Butler

No	Item	Code	Unit	Quant.	Unit Cost	Total
	STRUCTURE					
	Bridge Removal Work (3042 SF @ 4)		Lump Sum	All	Lump Sum	12,168.00
	Structure Excavation		Cu. Yd.	60	10.00	600.00
	Furnish Pile Driving Equipment		Lump Sum	All	Lump Sum	5,000.00
	Furnish Prestressed Concrete Piling		Lin. Ft.	880	9.00	7,920.00
	Drive Prestressed Concrete Piles		Lin. Ft.	880	2.00	1,760.00
	Structural Concrete, Class 3300 (27 @ 150, 28 @ 170)		Lump Sum	All	Lump Sum	8,810
	4'x65'/70' Prestressed Slabs		Each	13	3,500.00	45,500.00
	Reinforcement (6200 @ .26)		Lump Sum	All	Lump Sum	1,612.00
	Reinforced Concrete Bridge End Panels		Sq. Yd.	213	38.00	8,094.00
	Asphalt-Rubber Chip Seal		Sq. Yd.	362	12.00	4,344.00
						(15,803)

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of _____
Date _____

Section Willamette River Overflow (MP 304) Bridge County Lane
Kind Of Work Grading, Paving & Structure Length 0.09 mi. Name Butler

8-5-77

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (8%)		Lump Sum	All	Lump Sum	14,900.00
	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	3,000.00
	Temporary Signs		Sq. Ft.	230	6.00	1,380.00
	Temporary Continuous Rail Traffic Barriers, Reflectorized		Lin. Ft.	600	11.00	6,600.00
	Temporary Reflective Pavement Markers		Each	70	4.25	297.50
	Flagmen		Hour	100	17.50	1,750.00
	ROADWORK					
	Clearing and Grubbing		Lump Sum	All	Lump Sum	750.00
	Removal of Structures and Obstructions		Lump Sum	All	Lump Sum	1,000.00
	Embankment in Place		Cu. Yd.	2,190	2.50	5,475.00
	Toe Trench Excavation		Cu. Yd.	120	6.50	780.00
	Detour Removal Excavation		Cu. Yd.	2,790	2.20	6,138.00
	Fiber Filter		Sq. Ft.	20000	0.20	4,000.00
	Finishing Roadbed and Slopes		Lump Sum	All	Lump Sum	3,000.00
	Furnishing and Placing Topsoil		Cu. Yd.	860	5.00	4,300.00
	Watering		M-Gal	70	8.00	560.00

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of _____
Date _____

Section Willamette River Overflow (MP 30.4) Bridge County Lane
Kind Of Work Grading, Paving & Structure Length 0.09mi. Name Butler

No	Item	Code	Unit	Quant.	Unit Cost	Total
	1"-0 Aggregate Base		Ton	2,970	4 35/100	12,919 50
	Class "B" or Class "C" Asphalt Concrete		Ton	1,230	20 00	24,600 00
	Temporary Drainage Structure		Lump Sum	All	Lump Sum	1,250 00
	Guard Rail, Type 2A		Lin. Ft.	200	10 00	2,000 00
	Guard Rail, Type 3		Lin. Ft.	100	20 00	2,000 00
	Guard Rail Anchors, Type 1		Each	4	275 00	1,100 00
	Rail End Pieces, Type C		Each	4	130 00	520 00
	Loose Riprap, Class 100		Cu. Yd.	340	20 00	6,800 00
						(10,220)

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of _____
Date _____

Section Willamette River Overflow (MP 30.4) Bridge County Lane
Kind Of Work _____ Length _____ Name Butler

No	Item	Code	Unit	Quant.	Unit Cost	Total
	STRUCTURE					
	Bridge Removal Work (3042 SF @ 4)		Lump Sum	All	Lump Sum	12,168.00
	Structure Excavation		Cu. Yd.	60	10.00	600.00
	Furnish Pile Driving Equipment		Lump Sum	All	Lump Sum	5,000.00
	Furnish Prestressed Concrete Piling		Lin. Ft.	880	9.00	7920.00
	Drive Prestressed Concrete Piles		Lin. Ft.	880	2.00	1,760.00
	Structural Concrete, Class 3300 (27 @ 150, 28 @ 170)		Lump Sum	All	Lump Sum	8,810.00
	4'x65'/70' Prestressed Slabs		Each	13	3,500.00	45,500.00
	Reinforcement (6200 @ .26)		Lump Sum	All	Lump Sum	1,612.00
	Reinforced Concrete Bridge End Panels		Sq. Yd.	213	38.00	8,094.00
	Asphalt-Rubber Chip Seal		Sq. Yd.	362	12.00	4,344.00
						(15,808)

8627

58

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
July 29, 1977

Duane O. Christensen
Final Design Engineer

Jim Dickson
Regional Right-of-Way Supervisor

Willamette River Over
(MP 30.1 & 30.4) Structures
Albany-Junction City Highway
Lane County

It is proposed to have an early letting on this section which will place the construction during late fall and winter seasons. Due to a possibility of flooding, the detour grade will be lowered to allow flood waters to overflow the roadway. This will require some excavation of the existing field.

The present easements require that six inches of topsoil be placed prior to placing the detour embankment. In lieu of the topsoil, filter cloth will be placed. Upon removal of the detour and filter cloth, topsoil will be placed in areas disturbed and to the original ground level.

This has been discussed with Rod Henry and he requested that we notify you to proceed.

Please contact the owners and obtain their acceptance to these changes in the plans.

This project will be advertised as soon as approval is received to use the EDA funds.

LKW:az
cc: J. B. Boyd
D. H. Moehring
W. J. Hart
L. K. Watson

Versteeg
Olson
Peterson
Scott
Swenson
Savage
Trout

RECEIVED
JUL 29 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up /
Other

8627

B-2

ROBERT W. STRAUB
GOVERNOR

Executive Department

INTERGOVERNMENTAL RELATIONS DIVISION

ROOM 306, STATE LIBRARY BLDG., SALEM, OREGON 97310

July 11, 1977

NOTED
D. H. MOEHRING

Mr. D. H. Moehring
Highway Division
207 Transportation Bldg.
Salem, Oregon 97310

Dear Mr. Moehring:

Re: Willamette Overflow Bridge
PNRS 7706 2 1090

The State Clearinghouse has received additional comments on your project from Department of Environmental Qaulity subsequent to issuance of its original sign-off letter of July 6, 1977. The state agency comments are attached.

A copy of this letter and enclosure should be forwarded to the federal funding agency as required by OMB A-95.

Sincerely,

Donald L. Jones
Administrator

DLJ:kg

Enclosure

PROJECT MANAGEMENT
JUL 13 '77
REFER TO: Swan
FOR
Info | Investigate | R/D | Action | File | Letter | See me

BEN GIFFORD

AN EQUAL OPPORTUNITY EMPLOYER

B-4

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Administrative Services Division
Dept. of Environmental Quality

RECEIVED
JUN 27 1977

JUL - 6 1977

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7706 2 1090 Due Date: JUL 1 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(✓) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Please send appropriate environmental impact report for DEQ when available.

Agency DEQ By Anthony J George J.

B-2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Oregon State Highway Division

PROJECT TITLE: Willamette Overflow Bridge

DATE: July 6, 1977

The state has reviewed your project and reached the following conclusions:

[XX] No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

[XX] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7706 2 1090

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

PNRS #2

B-2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

RECEIVED
JUN 27 1977
DIVISION OF STATE LANDS

JUN 29 1977

PNRS STATE REVIEW JUL 1 1977

Project #: 7706 2 1090 Due Date: _____

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - -

If the project would require the removal or fill of 50 cubic yards or more of material below the bank of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, Oregon 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By M E Stevens

B-2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

INTERGOVERNMENTAL RELATIONS DIVISION
JUL - 1 1977

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7706 2 1090 Due Date: JUL 1 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Please coordinate this project with our district fishery biologist, Chris Christianson, at Eugene. His office phone number is 726-3515.

Agency Fish & Wildlife By William E. Petrey
ENVIRONMENTAL MANAGEMENT SECTION 6/29/77

B-2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

JUL - 5 1977

PNRS STATE REVIEW

Project #: 7706 2 1090 Due Date: JUL 1 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

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( ) We have no comment.

(X) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Willamette River Overflow Bridge - Albany/Junction City Hwy. near Junction City

Lane County

Highway Division contacts inform us that the Willamette River Overflow structure near Junction City is a timber stringer bridge constructed in 1922. Examples of the type are comparatively plentiful in the state at this time.

Cultural resource surveys have been completed and indicate no adverse effect on archeological resources.

Agency SHPO By Paul Hartman

8627

July 7, 1977

Mr. Norm Boice
Executive Department
Intergovernmental Relations Division
306 State Library Building
Salem, Oregon 97310

Dear Mr. Boice:

In compliance with EDA Guidelines for Round II Title I Local Public Works projects, we are submitting one copy of the completed application for the following projects:

Project	ODOT #	Cost	Governor's Priority
Willamette River Overflow Bridge Albany-Junction City Highway	B-1	$350,000	7
Willamette Overflow Bridge Albany-Junction City Highway	B-2	$320,000	8
Bear Creek Bridge Coquille-Bandon Highway	B-3	$210,000	11
North Powder River Bridge Haines-Anthony Highway	B-5	$165,000	14
Meadow Creek Bridge Ukiah-Hilgard Highway	B-7	$250,000	16
Oak Ranch Creek Bridge Nehalem Highway	B-9	$250,000	18

These projects are new applications in lieu of pending Round I applications and are on Governor Straub's EDA Priority List.

Please submit any comments directly to EDA in Seattle and to the undersigned.

Very truly yours,

D. E. Swan
Federal Aid Engineer

DES:dmc
Enclosures

July 7, 1977

Mr. D. G. Talbot
State Historic Preservation Officer
Vick Building
525 Trade St. S.E.
Salem, Oregon 97310

Dear Mr. Talbot:

In compliance with EDA Guidelines for Round II Title I Local Public Works projects, we are submitting one copy of the completed application for the following projects:

Project	ODOT #	Cost	Governor's Priority
Willamette River Overflow Bridge Albany-Junction City Highway	B-1	$350,000	7
Willamette Overflow Bridge Albany-Junction City Highway	B-2	$320,000	8
Bear Creek Bridge Coquille-Bandon Highway	B-3	$210,000	11
North Powder River Bridge Haines-Anthony Highway	B-5	$165,000	14
Meadow Creek Bridge Ukiah-Hilgard Highway	B-7	$250,000	16
Oak Ranch Creek Bridge Nehalem Highway	B-9	$250,000	18

These projects are new applications in lieu of pending Round I applications and are on Governor Straub's EDA Priority List.

Please submit any comments directly to EDA in Seattle and the undersigned.

Very truly yours,

D. E. Swan
Federal Aid Engineer

DES:dmc
Enclosures

July 7, 1977

Lane Council of Governments
135 Sixth Ave. E.
Eugene, Oregon 97401

Gentlemen:

In compliance with EDA Guidelines for Round II Title I Local Public Works projects, we are submitting one copy of the completed application for the following projects:

Project	ODOT #	Cost	Governor's Priority
Willamette River Overflow Bridge Albany-Junction City Highway	B-1	$350,000	7
Willamette Overflow Bridge Albany-Junction City Highway	B-2	$320,000	8

These projects are new applications in lieu of pending Round I applications and are on Governor Straub's EDA Priority List.

Please submit any comments directly to EDA in Seattle and the undersigned.

Very truly yours,

D. E. Swan
Federal Aid Engineer

DES:dmc
Enclosures

-8627

Department of Transportation

ROBERT W. STRAUB
GOVERNOR

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 7, 1977

NOTED
E. S. HUNTER

Mr. C. Mark Smith
Regional Director
Economic Development Administration
Suite 500 Lake Union Building
1700 Westlake Avenue, North
Seattle, WA 98109

Dear Mr. Smith:

Herewith is an original and two copies each of completed application forms for the following projects for which we request Federal Assistance under Round II of the Local Public Works Capital Development and Investment Act of 1977:

Project	ODOT Number	Cost	Governor's Priority
Willamette River Overflow Bridge Albany-Junction City Highway	B-1	$350,000	7
Willamette Overflow Bridge Albany-Junction City Highway	B-2	$320,000	8
Bear Creek Bridge Coquille-Bandon Highway	B-3	$210,000	11
North Powder River Bridge Haines-Anthony Highway	B-5	$165,000	14
Meadow Creek Bridge Ukiah-Hilgard Highway	B-7	$250,000	16
Oak Ranch Creek Bridge Nehalem Highway	B-9	$250,000	18

These projects are new applications in lieu of pending Round I applications and are on Governor Straub's EDA Priority List.

These projects will directly benefit or provide employment for umemployed persons within the project area. The Oregon Department of Transportation assures you that on-site labor can begin within 90 days of project approval.

RECEIVED
STATE HWY ENGR
JUL 7 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy Bridge
Vensteeg
7-8-77

We hereby certify that a copy of each full application has been submitted to the appropriate A-95 Clearinghouses and State Historic Preservation Officer.

If you have any questions please write or call me at (503) 378-6563.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

for D. H. Moehring
Project Management Engineer

DHM:dmc
bc: F. B. Klaboe
E. S. Hunter
Regions 1, 2, 3 & 5

8627

ODOT B-2

FORM ED-101LPW (8-76)
OMB No. 41-R-2934
Approval Expires September, 1977

LOCAL PUBLIC WORKS CAPITAL DEVELOPMENT AND INVESTMENT PROGRAM APPLICATION

P.L. 94-369 Sec. 107
No Assistance Shall be Approved until a Completed Application has been Received

U.S. DEPARTMENT OF COMMERCE
ECONOMIC DEVELOPMENT ADMINISTRATION

OMB Approval No. 29-R0218

SECTION I - APPLICANT RECIPIENT DATA

FEDERAL ASSISTANCE Part I

1. Type of action (Mark appropriate box): ☐ Preapplication ☒ Application ☐ Notification of intent (Opt.) ☐ Report of Federal Action

2. Applicant's application: a. Number ODOT B- 2; b. Date Yr. mo. day 19 77 7 1

3. State application identifier (SAI): a. SAI Number PNRS 7706-2-1090; b. Date Assigned Yr. mo. day 19 77 6 24

Leave Blank

4. Legal applicant/recipient
- a. Applicant name: Oregon Department of Transportation
- b. Organization Unit: Project Management Branch
- c. Street/P.O box: 207 Transportation Bldg.
- d. City: Salem
- e. County: Marion
- f. State: Oregon
- g. ZIP Code: 97310
- h. Contact person (Name & phone no.): D. H.Moehring (503)378-6563

5. Federal employer identification no.: 93-6001765W

6. Program (From Federal Catalog): a. Number 1 1 • 3 1 0; b. Title Local Public Works Capital Development and Investment Program

7. Title and description of applicant's project: NA

8. Type of applicant/recipient: A-State; B-Interstate; C-Substate District; D-County; E-City; F-School District; G-Special Purpose District; H-Community Action Agency; I-Higher Educational Inst.; J-Indian Tribe; K-Other (Specify). (Enter appropriate letter) A

9. Type of assistance: A-Basic grant; B-Suppl. grant; C-Loan; D-Insurance; E-Other (Specify). (Enter appropriate letter(s)) A

10. Area of project impact (Name of cities, counties, states, etc.)

11. Estimated number of persons benefiting

12. Type of application: A-New; B-Renewal; C-Revision; D-Continuation. (Enter appropriate letter) A

13. NA PROPOSED FUNDING

a. Federal	$	.00
b. Applicant		.00
c. State		.00
d. Local		.00
e. Other		.00
f. Total	$	.00

14. NA. CONGRESSIONAL DISTRICTS OF: a. Applicant ORE 2nd; b. Project

15. Type of Change (For 12C or 12E): A-Increase dollars; B-Decrease dollars; C-Increase duration; D-Decrease duration; E-Cancellation; F-Other (Specify). (Enter appropriate letter(s))

16. Project Start Date 19 77 Yr. mo. day

17. Project Duration: Months

18. Estimated date to be submitted to Fed. Agency: Yr. mo. day 19

19. Existing Federal Identification number: N/A

20. Federal Agency to receive request (Name, City, State, ZIP Code): Economic Development Administration, Seattle, WA 98109

21. Remarks added (See Sec. IV): NA ☐ Yes ☐ No

SEC. II-CERTIFICATION

22. The Applicant certifies:
- a. To the best of my knowledge and belief, data in this preapplication/application are true and correct, the document has been duly authorized by the governing body of the applicant and the applicant will comply with the attached assurances if the assistance is approved.
- b. If required by OMB Circular A-95 this application was submitted, pursuant to instructions therein, to appropriate clearinghouses and all responses are attached: (See remarks - Sec. IV if more than 3 clearinghouses)
  (1) State — No Response ☒ — Response Attached ☐
  (2) District (5) — No Response ☐ — Response Attached ☒
  (3)

23. Certifying representative
- a. Typed name and title: D.H. Moehring, Project Management Engineer
- b. Signature: D.H. Moehring
- c. Date signed: Yr. mo. day 1977 7 1

SECTION III - FEDERAL AGENCY ACTION

N/A

24. Agency name

25. Application received Yr. mo. day 19

26. Organizational unit

27. Administrative office

28. Federal application ID

29. Address

30. Federal grant ID

31. Action taken: ☐ a. Awarded ☐ b. Rejected/Denied ☐ c. Returned for Amendment ☐ d. Deferred ☐ e. Withdrawn

32. FUNDING

a. Federal	$	.00
b. Applicant		.00
c. State		.00
d. Local		.00
e. Other		.00
f. Total	$	.00

33. Action date Year month day 19

34. Starting date Yr. mo. day 19

35. Contact for additional information (Name and telephone number)

36. Ending date Yr. mo. day 19

37. Remarks added (See Sec. IV and Exhibit I-22-b) ☐ Yes ☐ No

38. Federal Agency A-95 Action

a. In taking above action, any comments received from clearinghouses were considered. If agency response is due under provisions of Part I, OMB Circular A-95, it has been or is being made.

b. Federal Agency A-95 Official (Name and telephone no.)

1

USCOMM-DC 16666-P76

SECTION IV – REMARKS *(Please reference the proper item number from Sections I, II, or III, if applicable.)*

Agency Special Instructions:

(a) Shaded-over items need not be completed

(b) Item 12.c – Revision refers to applications resubmitted after deficiencies are remedied:

(c) Item 13 – "Proposed Funding " – identify all Federal funds:

Agency Name	Funds	Type of Funds
EDA – LPW	$ 320,000	LPW Grant
*Total Federal	$ 320,000	← (Enter in Item 13a)

(*) Must agree with sum of Line 13 and appropriate part of 14b in Part III, Section B – LPW Grant Budget.

(d) Item 16 – In estimating project start date, assume approval 60 days after receipt.

(e) Item 22b – Modified OMB Circular A-95 procedure applies for first 90 days *(see Regulations and/or Program Guidelines)*.

UDOT B-2

LOCATOR NUMBER
L- [ ][ ]-[ ][ ][ ][ ]-[ ]

Part IV.
PROJECT BUDGET INFORMATION

Section A – CALCULATION OF LPW GRANT BUDGET

COST CLASSIFICATION (a)	PREVIOUS ESTIMATE (b) NA	PRESENT ESTIMATE (c)	EDA USE ONLY
1. Administration Expenses	$	$ 0	LAD
2. Architectural/Engineering		0	
3. Other Architectural/Engineering Fees		0	LAE
4. Project Inspection Fees *		32,000	
5. Relocation Expenses		0	LPR
6. Relocation Payments to Individuals and Businesses		0	
7. Demolition and Removal a. Labor		0	LDL
b. Non-labor		0	
8. Construction and Project Improvement a. Labor		101,542	LCL
b. Non-labor		57,417	
9. Equipment		107,708	LPE
10. TOTAL *(Lines 1 thru 9)*	$	$ 298,667	
11. Add: Contingencies		21,333	LPC
12. TOTAL LPW Project Amount (eligible costs only)	$	$ 320,000	
13. Federal Share Requested of Line 12 (LPW)		320,000	LPS
14. Other Shares (State, Local, Federal) a. State		0	
b. Other Local/Federal *(Identify under "Remarks" below)*		0	
15. TOTAL Project *(Lines 13 + 14a and b) Includes ineligible costs if any*	$	$ 320,000	TPS

Section B – REMARKS

Total additional cost for energy conservation revisions $_____

*Line 4 - Resident Engineer's salary $2532/month
plus construction engineering and inspection fees.

Note: Federal Management Circular 74-7, Exhibit M-4 (modified)

LOCATOR NUMBER
L - [ ][ ] - [ ][ ][ ][ ] - [ ]

7. Indicate status of project clearance by A-95 Clearinghouse and State Historic Preservation Officer (SHPO): (Check all Appropriate)

☐ a. This project is being submitted to EDA for reconsideration and no significant changes have been made in the size or scope of the project, and

- ☐ (1) A-95 Clearinghouse comments are attached as Exhibit S-II-7a.
- ☐ (2) SHPO comments are attached as Exhibit S-II-7b.
- ☐ (3) A-95 Clearinghouse comments were not received.
- ☐ (4) SHPO comments were not received.

☐ b. This project is being submitted to EDA for reconsideration and one or more significant changes have been made in the size or scope of the project, and

- ☐ (1) The project has been re-submitted to the appropriate A-95 Clearinghouse(s) for comments
- ☐ (2) The project has been re-submitted to SHPO for comments

☒ c. This project is a new or substitute project now being submitted to EDA for the first time, and Form ED-101LPW is attached, and

- ☒ (1) The project has been submitted to the appropriate A-95 Clearinghouse(s) for comment
- ☒ (2) The project has been submitted to SHPO for comment

☒ d. A copy of this applicant's individual or joint listing of Submitted and Endorsed Applications has been forwarded to the appropriate A-95 Clearinghouse(s) and SHPO for information.

8. Energy conservation measures associated with the project. Check all of the statements which apply to this project.

☐ a. The project has been designed in conformity to all applicable American Society of Heating, Refrigerating and Air Conditioning Engineers, Inc., and to state standards for the area in which it is located.

☐ b. The project involves redesign and retrofit of an existing facility for increased energy conservation

☐ c. The project makes use of one or more alternative sources of energy (solar, geothermal, etc.)

N/A

Lane County Bridge Projects

CATOR NUMBER L-[ ][ ]-[ ][ ][ ][ ]-[ ]

Part V. CIVIL RIGHTS INFORMATION

1. How many definable minority group persons (as defined in 28 CFR 42.402(e)) reside within the jurisdiction served by the applicant?

a. (Co.-5,758) State 73,883 (Number)

b. (2.7%-Co.) 4.6%-State (Percentage of total population of applicant's jurisdiction.)

c. Source of above data State of Oregon - Employment Division
Department of Human Resources

2. Is the proposed facility displacing or causing the relocation of those persons identified in Question 1?

☐ Yes ☒ No

ANSWER THE FOLLOWING QUESTION ONLY IF THE ANSWER TO QUESTION 2 IS "YES"

3. What action is being taken to ensure that these persons will be displaced or relocated on a nondiscriminatory basis?

NA

ANSWER QUESTIONS 4 AND 5 ONLY IF THE PERCENTAGE GIVEN IN ANSWER TO QUESTION 1 IS 5% OR LARGER

4. What percentage of the definable minority-group persons identified in Question 1 will be served by the proposed project? _____ %

5. Are the proposed project site and/or services readily accessible to the minority population identified in Question 1?

☒ Yes ☐ No

ANSWER QUESTION 6 ONLY IF THE ANSWER TO QUESTION 5 IS "NO"

6. What action has the applicant taken or what action does it plan to take to ensure that the minority population receives services on a nondiscriminatory basis?

7. Pursuant to the instructions for Part IV, each applicant must attach as Exhibit S-V-7 one of the following documents, displaying data for the year 1976:

☐ A Form ED-612

☒ Form EEO-4 in its entirety, including a summary total sheet

☐ A partial Form EEO-4, including the summary total sheet and detailed data only on the specific department applying

☐ Form EEO-5

☐ Form EEO-6

PART VI: ASSURANCES

Locator Number
L - □□ - □□□□ - □

The applicant hereby assures and certifies that it shall comply with the regulations, policies, guidelines and requirements, including Office of Management and Budget Circular No. A-95, and Federal Management Circulars 74-4 and 74-7, as they relate to the application, acceptance and use of Federal funds for this federally assisted project. Also, the applicant gives assurance and certifies with respect to the grant that:

1. It shall require the facility to be designed in accordance with the provisions of 41 CFR Subpart 101-19.6 "Accomodations for the Physically Handicapped." The applicant shall be responsible for continuing inspections to insure compliance with this requirement by the contractor.

2. No contract will be awarded in connection with the project to any bidder who will employ any alien in the United States in violation of the Immigration and Nationality Act or any other law, convention, or treaty of the United States relating to the immigration, exclusion, deportation, or expulsion of aliens.

3. The project will be constructed from raw materials mined or produced in the United States and from United States manufactures substantially made from materials mined, produced or manufactured in the United States, unless the Assistant Secretary determines that this requirement is not applicable to the applicant's project.

4. At least 10 per centum of the amount of each grant shall be expended for minority business enterprises, unless the Assistant Secretary determines that this requirement is not applicable to the applicant's project. For the purpose of this paragraph, the term "minority business enterprise" means a business at least 50 per centum of which is owned by minority group members or, in case of a publicly owned business, at least 51 per centum of the stock of which is owned by minority group members. For the purposes of the preceding sentence, minority group members are citizens of the United States who are Negroes, Spanish-speaking, Orientals, Indians, Eskimos, and Aleuts.

5. Special consideration, consistent with existing applicable collective bargaining agreements and practices, shall be given to the employment on the project of qualified disabled veterans as defined in 38 USC 2011 (1), and to qualified Vietnam-era veterans, as defined at 38 USC 2011 (2) (A).

6. If the grant is made under the provisions of Section 108(e) of the Act (Pocket of Poverty), employment engendered by the project will be offered preferentially to the residents of the neighborhood or community that defines the project area. Further, the project will be located physically within the project area as defined in Exhibit S-II-5, previously submitted to EDA.

7. No part of the construction (including demolition and other site preparation activities), renovation, repair or other improvement of the project shall be performed directly by any department, agency, or instrumentality of any State or local government. Construction of the project shall be performed by contract awarded by competitive bidding, unless the Assistant Secretary determines that some other method of bidding is in the public interest.

8. The applicant will comply with assurances made previously in connection with any earlier application submitted on Form ED-101LPW for financial assistance for the project herein described if assistance for the project is approved.

ODOT B-2

L[illegible]TOR NUMBER
L- [ ][ ]-[ ][ ][ ][ ]-[ ]

LIST OF EXHIBITS

Number of Exhibit	Description of Exhibit	Attached? Yes	Attached? No	EDA USE ONLY
ED-101 LPW	LPW Application (for new projects)	X		
S-II-2	Narrative statement concerning reasons for submitting new application	X		
S-II-3a	List of Submitted and/or Endorsed LPW Applications in Order of Priority	X		
S-II-3b	Local Government/School District List of Submitted and/or Endorsed LPW Applications in Order of Jointly-Assigned Priority		X	
S-II-4	Certificate of Project Endorsement		X	
S-II-5	Definition of Community or Neighborhood (Pocket of Poverty) within an Otherwise Ineligible City, and Statement of Average Unemployment Rate		X	
S-II-6	Statement concerning dependence of this project on other projects and status of each		X	
S-II-7a	Comment from A-95 Clearinghouse		X	
S-II-7b	Comment from SHPO		X	
S-III-1	Updated architect/engineer (A/E) report		X	
S-III-2	Continuation Sheet – Detailed Statement of changes in Application Data / ____ pages)		X	
S-V-7	Civil Rights documentation, Form EEO-4 (Applicant: Enter Identifying Number)	X		
S-VI-3	Request for waiver of "buy American" requirement		X	
S-VI-4	Request for waiver of 10% minority business enterprise requirement		X	
S-IV-7	Request for waiver of competitive bidding requirement		X	

EXHIBIT S-II-2

This application is being submitted to fulfill compelling local needs. This bridge is on a list of critical bridges in serious need of replacement. Alternative funding sources are not available to construct the bridge. In addition, the relative size of the proposed project lends itself to providing the most benefit in reducing unemployment and stimulating the local economy.

LOCATOR NUMBER L- - -

ODOT B-2

Priority	EDA Locator Number	Name of Applicant and Description of Project	LPW Funds Requested
4		Pendleton Office Building	$ 1,569,000
5	02-0538-1	Historic Restoration of Wolf Creek Tavern	$ 600,000
6		Port Orford Sewerage Project	$ 210,000
7		Willamette River Overflow Bridge Albany-Junction City Highway	$ 350,000
8		Willamette Overflow Bridge Albany-Junction City Highway	$ 320,000
9	OR-0361-0	Restroom for Shore Acres	$ 95,000
10		Sewage Collection for Beverly Beach	$ 150,000
11		Bear Creek Bridge Coquille-Bandon Highway	$ 210,000
12		Beach Access Facilities at Oceanside	$ 150,000
13		Beach Access Facilities at Manhattan Beach	$ 175,000
14		North Powder River Bridge Haines-Anthony Highway	$ 165,000
15		Lighthouse Restoration for Cape Meares	$ 45,000

continuation sheet attached

ODOT 8-2

LOCATOR NUMBER

L - [ ][ ] - [ ][ ][ ][ ][ ] - [ ]

Priority	EDA Locator Number	Name of Applicant and Description of Project	LPW Funds Requested
16		Meadow Creek Bridge & Culvert Ukiah-Hilgard Highway	$ 250,000
17	OR-0362-0	Restroom for Fogarty Creek	$ 90,000
18		Oak Ranch Creek Bridge Nehalem Highway	$ 250,000
19		Deer Island Wayside	$ 50,000
			$
			$
			$
			$
			$
			$
			$
			$

ODOT B-2

ROBERT W. STRAUB
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

PROJECT MANAGEMENT
JUN 29 '77
REFER TO:
Swan
FOR
Info | Investigate | R/D | Action | File | Letter | See me

June 28, 1977

NOTED
D. H. MOLHRING

Mr. C. Mark Smith
Regional Administrator
Economic Development Administration
Lake Union Building
1700 Westlake Ave.
Seattle, Washington 98109

Dear Mr. Smith:

I am in receipt of your letter dated June 7, 1977, advising that the "Planning Target" for the State of Oregon for Round II of the Local Public Works Program is $5,670,000. The registered letter was received on June 13, 1977.

In accordance with the rules and regulations as published in the Federal Register on May 27, 1977 and the EDA guidelines, the enclosed list of projects is submitted as the State of Oregon's priority list.

All but three of the projects are new and will require the submittal of the full applications as well as supplemental forms.

In reviewing the public works requirements of the State, and after consultation with the Legislature, I believe that even though the projects submitted during Round I are still badly needed, it would be in the best interests of the state to submit these new projects for Round II funding.

Appropriate applications for each of the projects are being finalized and will be forwarded in the next few days.

Sincerely,

Governor

NOTED
RICHARD UNREIN

RWS:djg
Enclosure
cc: Tom Current, EDA

ODOT B-2

LOCATOR NUMBER
L- [ ][ ]-[ ][ ][ ][ ]-[ ]

EXHIBIT S-II-3a

LIST OF SUBMITTED OR ENDORSED LPW APPLICATIONS IN ORDER OF PRIORITY

Legal Name of Applicant	Street/P.O. Box
State of Oregon Department of Transportation	207 Transportation Building
	City: Salem
Organizational Unit	County: Marion
Project Management Branch	State: Oregon — ZIP Code: 97310

NOTE: SCHOOL DISTRICTS MUST IDENTIFY THE CITY (OR CITIES AND COUNTY) PRINCIPALLY TO BE SERVED BY EACH PROJECT.

Type of Applicant and Relationship to School District

As defined in the Instruction to Part I-1 of the LPW Application Supplement,

- [xx] The Applicant is neither a city, a county, nor a school district.
- [ ] The applicant is a city or a county, and there is no school district with authority under law to apply for LPW funds for school projects principally to serve the city or county.
- [ ] The applicant is a city or a county, and no school district with authority to apply for EDA funds for school projects principally to serve the local jurisdiction has applied or will apply for such assistance.
- [ ] The applicant is a city, a county or a school district authorized to apply for LPW funds for school projects principally to serve a city or a county and wishes EDA to select among the Local Government's and school district's applications.

Priority	EDA Locator Number	Name of Applicant and Description of Project	LPW Funds Requested
Highest 1		Salem Motor Pool Building	$ 646,000
2		Remodel Eugene Office Building	$ 462,000
3		Sewer Renovations, Marion County	$ 281,000

EXHIBIT S-V-2 ODOT B-2

EQUAL EMPLOYMENT OPPORTUNITY COMMISSION

STATE AND LOCAL GOVERNMENT INFORMATION (EEO-4)

EXCLUDE SCHOOL SYSTEMS AND EDUCATIONAL INSTITUTIONS

(Read attached instructions prior to completing this form)

FORM APPROVED OMB NO 124-R0009

MAIL COMPLETED FORM TO

Oregon State Highway Division (DOT)
State Transportation Bldg.
Salem, OR 97310

A. TYPE OF GOVERNMENT (Check one box only)

☒ 1. State ☐ 2. County ☐ 3. City ☐ 4. Township ☐ 5. Special district

☐ 6. Other (Specify)_____

B. IDENTIFICATION

1. NAME OF POLITICAL JURISDICTION (If same as label, skip to item C)

EEOC USE ONLY A B

2. Address - Number and Street	CITY/TOWN	COUNTY	STATE/ZIP

C. FUNCTION

(Check one box to indicate the function for which this form is being submitted. Data should be reported for all departments and agencies in your government covered by the function indicated. If you cannot supply the data for every agency within the function, please attach a list showing name and address of agencies whose data are not included.)

	1 FINANCIAL ADMINISTRATION Tax assessing, tax billing and collection, budgeting, purchasing, central accounting and similar financial administration carried on by a treasurer's, auditor's or comptroller's office and GENERAL CONTROL Duties usually performed by boards of supervisors or commissioners, central administrative offices and agencies, central personnel or planning agencies, all judicial offices and employees (judges, magistrates, bailiffs, etc.)		8 HEALTH Provision of public health services, outpatient clinics, visiting nurses, food and sanitary inspections, mental health, etc.
			9 HOUSING Code enforcement, low rent public housing, fair housing or ordinance enforcement, housing for elderly, housing rehabilitation, rent control
XX	2 STREETS AND HIGHWAYS Maintenance, repair, construction and administration of streets, alleys, sidewalks, roads, highways and bridges		10 COMMUNITY DEVELOPMENT Planning, zoning, land development, open space, beautification, preservation
	3 PUBLIC WELFARE Maintenance of homes and other institutions for the needy, administration of public assistance (Hospitals and sanatoriums should be reported as item 7)		11 CORRECTIONS Jails, reformatories, detention homes, halfway houses, prisons, parole and probation activities
	4 POLICE PROTECTION Duties of a police department, sheriff's, constable's, coroner's office, etc., including technical and clerical employees engaged in police activities		12 UTILITIES AND TRANSPORTATION Includes water supply, electric power, transit, gas, airports, water transportation and terminals
	5 FIRE PROTECTION Duties of the uniformed fire force and clerical employees (Report any forest fire protection activities as item 6)		13 SANITATION AND SEWAGE Street cleaning, garbage and refuse collection and disposal. Provision, maintenance and operation of sanitary and storm sewer systems and sewage disposal plants.
	6 NATURAL RESOURCES Agriculture, forestry, forest fire protection, irrigation, drainage, flood control, etc., and PARKS AND RECREATION Provision, maintenance and supervision of parks, play grounds, swimming pools, auditoriums, museums, marinas, zoos, etc.		14 EMPLOYMENT SECURITY
	7 HOSPITALS AND SANATORIUMS Operation and maintenance of institutions for inpatient medical care		15 OTHER (Specify)

EXHIBIT SV-7 ODOT 8-2

D. EMPLOYMENT DATA AS OF~~XXXXXXXXXXX~~ January to June 30, 1977

(Do not include elected/appointed officials. Blanks will be counted as zero)

1. FULL TIME EMPLOYEES (temporary employees not included)

EEO-4 CATEGORIES	ANNUAL SALARY (in thousands) 000	TOTAL (COLUMNS B-K) A	MALE: NON-HISPANIC ORIGIN: WHITE B	MALE: NON-HISPANIC ORIGIN: BLACK C	MALE: HISPANIC D	MALE: ASIAN OR PACIFIC ISLANDER E	MALE: AMERICAN INDIAN OR ALASKAN NATIVE F	FEMALE: NON-HISPANIC ORIGIN: WHITE G	FEMALE: NON-HISPANIC ORIGIN: BLACK H	FEMALE: HISPANIC I	FEMALE: ASIAN OR PACIFIC ISLANDER J	FEMALE: AMERICAN INDIAN OR ALASKAN NATIVE K
SKILLED CRAFT	49 $ 0139											
	50 4059											
	51 6079											
	52 8099											
G	53 100129		238			1	3	1				
	54 130159		366		1							
	55 160249		23									
	56 250 PLUS											
SERVICE MAINTENANCE	57 0139											
	58 4059											
	59 6079		23	2	1	1	1	1	1			
	60 8099		823	8	14	6	17	6		1		
H	61 100129		48									
	62 130159		3									
	63 160249											
	64 $ 250 PLUS											
65. TOTAL FULL TIME (LINES 1-64)			2698	18	21	11	29	225	1	5	3	2

2. OTHER THAN FULL TIME EMPLOYEES (Include temporary employees)

A 66. OFFICIALS / ADMIN											
B 67. PROFESSIONALS							1				
C 68. TECHNICIANS											
D 69. PROTECTIVE SERV											
E 70. PARA-PROFESSIONAL		29					72				
F 71. OFFICE / CLERICAL		2					27		1		
G 72. SKILLED CRAFT		36									
H 73. SERV / MAINT.		119	6	4		5	56		1		
74. TOTAL OTHER THAN FULL TIME (LINES 66-73)		186	6	4	0	5	156	0	2	0	0

3. NEW HIRES DURING FISCAL YEAR Permanent full time only

~~XXXXXXXXXXX~~ January 1, through June 30, 1977

75 OFFICIALS / ADMIN		6									
76 PROFESSIONALS		1					3				
77 TECHNICIANS											
78 PROTECTIVE SERV											
79 PARA PROFESSIONAL											
80 OFFICE / CLERICAL		3					19		1		
81. SKILLED CRAFT		4									
82. SERV / MAINT.		36					3		1		
83. TOTAL NEW HIRES (LINES 75-82)		50					25		2		

EXHIBIT S-V-7

ODOT B-2

REMARKS (List National Crime Information Center (NCIC) numbers assigned to any Criminal Justice Agencies whose data are included in this report.)

CERTIFICATION. I certify that the information given in this report is correct and true to the best of my knowledge and was reported in accordance with accompanying instructions. (Wilfully false statements on this report are punishable by law, U.S. Code, Title 18, Section 1001.)

NAME OF PERSON TO CONTACT REGARDING THIS FORM	TITLE
James L. Butler	Civil Rights Coordinator
ADDRESS (Number and Street, City, State, Zip Code) Transportation Building Salem, OR 97310	TELEPHONE NUMBER AREA CODE (503) 378-8077

DATE	TYPED NAME / TITLE OF AUTHORIZED OFFICIAL	SIGNATURE
6/30/77	H S Coulter, State Highway Engineer	

EXHIBIT 5-V-2 ODOT B-2

D. EMPLOYMENT DATA AS OF XXXXXXX January to June 30, 1977

(Do not include elected/appointed officials. Blanks will be counted as zero)

I. FULL TIME EMPLOYEES (Temporary employees not included)

EEO CATEGORIES	ANNUAL SALARY (in Thousands)	TOTAL (Columns B-K) A	MALE NON HISPANIC ORIGIN WHITE B	MALE NON HISPANIC ORIGIN BLACK C	MALE HISPANIC D	MALE ASIAN OR PACIFIC ISLANDER E	MALE AMERICAN INDIAN OR ALASKAN NATIVE F	FEMALE NON HISPANIC ORIGIN WHITE G	FEMALE NON HISPANIC ORIGIN BLACK H	FEMALE HISPANIC I	FEMALE ASIAN OR PACIFIC ISLANDER J	FEMALE AMERICAN INDIAN OR ALASKAN NATIVE K
OFFICIALS ADMINISTRATORS	1 $ 01 39											
	2 40 59											
	3 60 79											
	4 80 99		4					1				
	5 100 129		48	1		1	1	1				
	6 130 159		27					2				
	7 160 249		35	1				1				
	8 250 PLUS		58	1								
PROFESSIONALS	9 01 39											
	10 40 59											
	11 60 79											
	12 80 99											
	13 100 129		4		1			3				
	14 130 159		211	2		1	3	5				
	15 160 249		443	1	1	1	1	2				
	16 250 PLUS		1									
TECHNICIANS	17 01 39											
	18 40 59											
	19 60 79											
	20 80 99											
	21 100 129		160		1		2	7			1	1
	22 130 159		97		2			4				
	23 160 249		25					3				
	24 250 PLUS											
PROTECTIVE SERVICE	25 01 39											
	26 40 59											
	27 60 79											
	28 80 99											
	29 100 129											
	30 130 159											
	31 160 249											
	32 250 PLUS											
PARA PROFESSIONALS	33 01 39											
	34 40 59											
	35 60 79											
	36 80 99		1									
	37 100 129											
	38 130 159											
	39 160 249											
	40 250 PLUS											
OFFICE CLERICAL	41 01 39							1				
	42 40 59							41		2	1	1
	43 60 79		1					112		2	1	
	44 80 99		1					34				
	45 100 129		40	2				1				
	46 130 159		18				1					
	47 160 249											
	48 $ 250 PLUS											

HUD FORM 164 APR 76

8627

ODOT B-2

FORM ED-[illegible]LPW-8
(8-77)
(OMB No. 41-R2964;
Approval Expires 9/78

LOCAL PUBLIC WORKS PROGRAM
APPLICATION SUPPLEMENT
42 U.S.C. 6706

No Assistance Shall be Approved until a Completed Application has been Received

U.S. DEPARTMENT OF COMMERCE
ECONOMIC DEVELOPMENT ADMINISTRATION

OMB Approval No. 29-R0218

SECTION I - APPLICANT RECIPIENT DATA

FEDERAL ASSISTANCE

1. Type of action (Mark appropriate box)
- ☐ Preapplication
- ☒ Application
- ☐ Notification of intent (Opt.)
- ☐ Report of Federal Action

2. Applicant's application
a. Number: ODOT B-2
b. Date: Yr. 1977 mo. 7 day 1

3. State application identifier (SAI)
a. SAI Number: PNRS 7706-2-1090
b. Date Assigned: Yr. 1977 mo. 6 day 24

Leave Blank: 6-24-77

4. Legal applicant/recipient
a. Applicant name: Oregon Dept.of Transportation
b. Organization Unit: Project Management Branch
c. Street/P.O box: 207 Transportation Bldg.
d. City: Salem
e. County: Marion
f. State: Oregon
g. ZIP Code: 97310
h. Contact person (Name & phone no.): D.H.Moehring (503)378-6563

5. Federal employer identification no.
93-6001765W

6. Program (From Federal Catalog)
a. Number: 1 1 . 3 1 0
b. Title: Local Public Works Capital Development and Investment Program

7. Title and description of applicant's project
Willamette Overflow Bridge
Albany-Junction City Highway

Replacement of deficient bridge

8. Type of applicant/recipient
A-State
B-Interstate
C-Substate Distr
D-County
E-City
F-School District
G-Special Purpose District
H-Community Action Agency
I-Higher Educational Instit
J-Indian Tribe
K-Other (Specify)
(Enter appropriate letter) A

9. Type of assistance
A-Basic grant
B-Suppl. grant
C-Loan
D-Insurance
E-Other (Specify):
(Enter appropriate letter(s) ☐

10. Area of project impact (Name of cities, counties, states, etc.)
NA

11. Estimated number of persons benefiting
NA

12. Type of application NA
A-New
B-Renewal
C-Revision
D-Continuation
E-Augmentation
(Enter appropriate letter)

13. PROPOSED FUNDING

a. Federal	$ 320,000 .00
b. Applicant	.00
c. State	.00
d. Local	.00
e. Other	.00
f. Total	$ 320,000 .00

14. CONGRESSIONAL DISTRICTS OF:
a. Applicant: OR 2nd
b. Project: OR 4th

16. Project Start Date: Yr. 1977 mo. 10 day 15
17. Project Duration: Months 7

18. Estimated date to be submitted to Fed. Agency: Yr. mo. day 19 NA

15. Type of Change (For 12C or 12E) NA
A-Increase dollars
B-Decrease dollars
C-Increase duration
D-Decrease duration
E-Cancellation
F-Other (Specify)
(Enter appropriate letter(s) ☐☐☐

19. Existing Federal identification number
NA

20. Federal Agency to receive request (Name, City, State, ZIP Code)
Economic Development Administration, Seattle, WA 98109

21. Remarks added (See Sec. IV)
☐ Yes ☒ No

SEC. II-CERTIFICATION

22. The Applicant certifies:
a. To the best of my knowledge and belief, data in this preapplication/application are true and correct, the document has been duly authorized by the governing body of the applicant and the applicant will comply with the attached assurances if the assistance is approved.

b. If required by OMB Circular A-95 this application was submitted, pursuant to instructions therein, to appropriate clearinghouses and all responses are attached: (See remarks - Sec. IV if more than 3 clearinghouses)

	No Response	Response Attached
(1)	☐	☐
(2) NA	☐	☐
(3)	☐	☐

23. Certifying representative
a. Typed name and title: D.H. Moehring, Project Management Engineer
b. Signature: D.H. Moehring
c. Date signed: Yr. 1977 mo. 7 day 1

SECTION III - FEDERAL AGENCY ACTION

24. Agency name

25. Application received: Yr. mo. day 19

26. Organizational unit

27. Administrative office

28. Federal application ID: L- - -

29. Address

30. Federal grant ID

31. Action taken
- ☐ a. Awarded
- ☐ b. Rejected Denied
- ☐ c. Returned for Amendment
- ☐ d. Deferred
- ☐ e. Withdrawn

32. FUNDING

a. Federal	$ .00
b. Applicant	.00
c. State	.00
d. Local	.00
e. Other	.00
f. Total	$ .00

33. Action date: Year month day 19

34. Starting date: Yr. mo. day 19

35. Contact for additional information (Name and telephone number)

36. Ending date: Yr. mo. day 19

37. Remarks added (See Sec. IV)
☐ Yes ☐ No

38. Federal Agency A-95 Action

a. In taking above action, any comments received from clearinghouses were considered. If agency response is due under provisions of Part I, OMB Circular A-95, it has been or is being made.

b. Federal Agency A-95 Official (Name and telephone no.)

LOCATOR NUMBER
L - [ ][ ] - [ ][ ][ ][ ] - [ ]

Part II
Other Required Information and Exhibits

NOTICE: Companion Form EC-101LPW is amended as follows: P.L. 94-369 shall read, "42 USC 6701 et. seq." and Sec. 107, P.L. 94-369 shall read, "42 USC 6706."

1. Project location:
   (a) City or other municipality N/A
   (b) County or equivalent Lane
   (c) State Oregon

2. Purpose of this submission: *(Check one)*
   (a) Reconsideration of previous application (per above locator number) [ ] 1
   (b) Submission of new application (Form ED-101 LPW is attached) [X] 2
   If new application attach as Exhibit S-II-2 Narrative Statement of Reasons

3. Priority assigned to project: Oregon Governor's List [8]

4. Is this Application endorsed by any other applicant(s)?
   Please check one Yes [ ] 1 No [X] 9

5. Is the project area a community or neighborhood (pocket of Poverty) within an otherwise ineligible city in accord with Sec. 108(e)?
   Please check one Yes [ ] No [X]
   If "YES," enter the unemployment rate for the area from Exhibit S-II-5 ____.____ %

6. Does the operation and utility of this project depend on the completion of any other project(s) not yet fully operational?
   Yes [ ] No [X]
   If "YES," attach as Exhibit S-II-6 a narrative description of the other project or projects and a report on the status of each.

FOR EDA USE ONLY			
	PJP	(a)	
	PFC	(b)	
	PST	(c)	
			Applicant Address Code
RPA	AFS	4f	
	PCC	4e	
	PCY	4d	
	ZIP	4g	
PPN	SCY		
	SCC		
SBA	SST		
	SP$		
	ISA	3	
	PSA		
PUN	CGA		
	CGP		
	WKT	(7)	
	TYP	(8)	
	PSD	(16)	M M D D Y Y
	PDU	(17)	MOS.
	RII	(25)	M M D D Y Y
	CCC	(IV)	1 = Yes 9 = No
	LP$	(IV)	
	TP$	(IV)	
	ENG	(IV)	
	PRG		
	APP	4a	
	ORG	4b	
	ADR	4c	

Instructions for Parts II, III, IV, V and VI are attached to the end of the application
PLEASE TYPE/PRINT ALL DATA LEGIBLY

Part II
PROJECT APPROVAL INFORMATION

Section A – GENERAL

1. Does this project require Federal, State, Regional, or local clearance, approvals or permits for construction?

☐ Yes ⟶ What is (are) the name(s) of the Agency(ies) or Board(s) which has (have) the authority to issue the clearance, approval or permit?

☒ No

Attach Clearance Document(s) or Permit(s) as Exhibit II-A-1.

2. Relationship to plans

a. Does the proposed project relate to existing local or regional development plans or programs?

☒ Yes – *Identify Titles and date of Plans* Consistent with Lane Council of Governments areawide planning.

☐ No

b. Does the proposed project advance longer range plans and programs if different from 2a?

☒ Yes – *Identify Titles and date of Plans* Oregon State Highway Division Six-Year Highway Improvement Program - June 1976

☐ No

3. Will the project for which the assistance is requested cause the displacement of individuals, families, businesses, or farms?

☐ Yes – *State the approximate date(s) of displacement(s) mentioned above:* Date(s) _____

☒ No

4. Has other Federal Assistance (Grant or Loan) been requested for this project?

☐ Yes – *Complete the information on the right.* ⟶ Name of Program _____

☒ No

Catalog of Federal Domestic Assistance No. _____
Amount $ _____
Federal ID No. _____
Status as of: (Date) _____

☐ Pre-Application submitted
☐ Application pending *
☐ Application was submitted, but applicant has requested that it be withdrawn from consideration. *
☐ Approved but not funded *
☐ Approved, and this application is a request for supplementary funding
☐ Denied

** See Instructions for required Exhibit II-A-4*

5. If the applicant is a special purpose unit of local government, such as a Port Authority, or Water and Sewer District, explain why the special purpose unit of government is the better qualified agency, rather than the general unit of local government, to apply for and administer the proposed project.

N/A

Section A – GENERAL – Continued

6a. The project is [X], is not [ ] located in an area designated by the U.S. Department of Housing and Urban Development as an area having special flood hazards under the Flood Disaster Protection Act of 1973 (P.L. 93-234).

b. The area in which the project is located has [X], has not [ ] been identified by the U.S. Department of Housing and Urban Development as one in which the sale of flood insurance has been made available under the National Flood Insurance Act of 1968. (42 U.S.C. 4001).

7. Does project extend beyond the boundaries of applicant's jurisdictional area?

[ ] Yes – *Comments must be obtained from the appropriate government authorities of each jurisdictional area, or from the appropriate governmental unit having authority over the entire project area. Attach as Exhibit II-A-7.*

[X] No

8. Attach as Exhibit II-A 8 a certification from the properly authorized official of the Federal Agency or State or local government within which the project is located, that no funds budgeted and available or otherwise specifically committed for the project applied for in this application shall be reduced, diminished, or replaced by funds requested in this application.

Section B – ENGINEERING INFORMATION

1. Complete, and attach as Exhibits II-B-1a and 1b, the following:

Applicant's Certificate for Contract Construction. (Exhibit II-B-1a)
A/E's Certificate for Contract Construction. (Exhibit II-B-1b)

2. Architect Engineer or Project Designer

Name Oregon Department of Transportation (Applicant)

Address (include ZIP code) Transportation Bldg., Salem, OR 97310

Telephone – Area Code 503 Number 378-6563

Attach a copy of the agreement between the applicant and A/E, and identify as Exhibit II-B-2.

3. Attach and identify as Exhibit II-B 3 a copy of the Architect/Engineer Report on the proposed project.

4. Attach and identify as Exhibit II B 4 an opinion from acceptable Title Counsel describing the interest applicant/operator has in the site and certifying that the estate or interest is legal and valid.

Section C – CIVIL RIGHTS INFORMATION

1. In the previous two years, has the applicant:

(a) been involved in any lawsuit alleging discrimination because of race, color, sex or national origin;

(b) had any administrative complaints filed against the applicant alleging discrimination because of race, color, sex or national origin; or

(c) undergone any Civil Rights Compliance reviews?

[X] Yes – *Attach a brief narrative description of the action and its outcome or resolution. Include the identities of the entities (e.g. individual government bureau) involved. Identify as Exhibit II-C-1.*

[ ] No

2. Submit a copy of the most current Form EEO-4, "State and Local Government Report." If the applicant employs over 1000 persons or does not have an EEO-4, a Form ED 612, "Assurance of Job Opportunities for the Unemployed", may be used to reflect the applicant's total current employment. Identify as Exhibit II-C-2.

NA

Part III
PROJECT BUDGET INFORMATION

Section A – GENERAL

Type of LPW Grant Requested: *(Check one)*

1. [X] 100% Grant for new project.
2. [ ] Supplementary Grant to increase Federal Contribution to Approved Federal Agency Project.
3. [ ] Supplementary Grant to provide all or part of the State or local share (but not both) of an approved State or local public works project.

See instructions for required Exhibit III-A-1, III-A-2 or III-A-3.

N/A

Section B – CALCULATION OF LPW GRANT BUDGET

Cost classification (a)		Total amount required *(Present estimate)* (b)
1. Administration Expenses		$
2. Architectural Engineering		
3. Other Architectural Engineering Fees		
4. Project Inspection Fees		
5. Relocation Expenses		
6. Relocation Payments to Individuals and Businesses		
7. Demolition and Removal a. Labor		
b. Non-labor		
c. TOTAL		$
8. Construction and Project Improvement a. Labor		
b. Non-labor		
c. TOTAL		$
9. Equipment		
10. TOTAL *(Lines 1 thru 9)*		$
11. Add: Contingencies		
12. TOTAL Project Amount		$
13. Federal Share Requested in Line 12 (LPW)		
14. Other Shares (State, Local, Federal) a. State		
b. Other Local/Federal *(Identify under "Remarks" below)*		
c. TOTAL Other Shares		$
15. TOTAL Project *(Lines 13 and 14c)*		

Section C – REMARKS

N/A

Note: Federal Management Circular 74-7, Exhibit M-4 (modified)

Part IV
PROJECT NARRATIVE

Section A – PROJECT DESCRIPTION

1. **Physical Description of Project** – Identify the major elements of the project and indicate type of work being performed such as new construction, demolition, renovation, repair or improvements. When identifying major project elements, list in order of importance, with the major project element representing the largest fraction of the total cost of the project listed first.

This project consists of bridge structure replacement with appropriate roadway connection.

Major elements: a- Concrete structure

b- Roadway surfacing and earthwork

2. **Program Description of Project** – Describe the objectives of the public works project for which the LPW grant is being requested and include any long-term benefits that may accrue to the community.

The purpose of this project is to replace an obsolete wooden structure (built in 1922) that has deteriorated to the point where maintenance repair is no longer feasible. Safety will be much enhanced by this work.

3. **Project Area** – Define the project area; include the appropriate boundaries and/or jurisdiction. The project area definition must be identical with that upon which the project area's unemployment was based *(See IV. B. 1)*.

NA

NA

Section B – PROJECT IMPACT

1. Attach Exhibit IV-B-1, "Request for Eligibility", to establish basis for the project area's priority. NA

2. If the project area is a community or neighborhood within a local jurisdiction, describe how the project directly benefits, or provides employment for unemployed persons who are residents of the community or neighborhood for which the unemployment data was supplied.

NA

3. Describe expected impact of construction of this project on unemployment in the project area.

NA

Section C – APPLICANT'S ESTIMATE OF CONSTRUCTION JOB OPPORTUNITIES CREATED BY THIS PROJECT

Job or job skills	Total projected number of employees	Estimated number of person-months of employment
Skilled labor	10	72
Unskilled labor	3	18
Other	1	10
TOTAL	14	100

Part V
ENVIRONMENTAL DATA

A. Has a Federal, State, or Local Environmental Impact Statement or Analysis been prepared for this project?

[X] Yes – *Attach a copy of that document as Exhibit V-A. Compare this document with the information requested in the instructions to be sure that every point is covered, and correct any deficiencies.*

[ ] No – *Provide detailed environmental information requested in the instructions for Part V. Attach as Exhibit V-A.*

B. If the State Historic Preservation Officer (SHPO) has reviewed and commented on this project proposal, attach a copy of these comments as Exhibit V-B.

If not, the applicant must provide the SHPO with a detailed project description (such as the A/E Report) and request comments which must be submitted to the appropriate EDA Regional Office.

Date on which the SHPO was notified: *NOTE: This date must be prior to submission of the application to EDA.* See Exhibit V-B → Date

C. Will any of the following items be affected by the proposed project? (Answer for all areas that are directly affected or adjacent to affected property). *–Check appropriate box for every item of the following checklists.*

Yes	No	Unknown	1. Land Use
[ ]	[X]	[ ]	Wildnerness (designated or proposed under the Wildnerness Act)
[ ]	[X]	[ ]	Open Spaces
[ ]	[X]	[ ]	Forests
[ ]	[X]	[ ]	Grazing
[ ]	[X]	[ ]	Agricultural
[ ]	[X]	[ ]	Residential
[ ]	[X]	[ ]	Commercial
[ ]	[X]	[ ]	Industrial
[ ]	[X]	[ ]	Mining, Quarrying
[ ]	[X]	[ ]	Recreational
[X]	[ ]	[ ]	Transportation
[ ]	[X]	[ ]	Parks
[ ]	[X]	[ ]	Hospitals
[ ]	[X]	[ ]	Schools
[ ]	[X]	[ ]	Historical, Archeological Sites (Listed on the National Register of Historic Places or which may be eligible for listing)

Yes	No	Unknown	2. Critical Resources
[ ]	[X]	[ ]	Shoreline
[ ]	[X]	[ ]	Beaches
[ ]	[X]	[ ]	Dunes
[ ]	[X]	[ ]	Steep Slopes
[ ]	[X]	[ ]	Aquifer Recharge Area
[ ]	[X]	[ ]	Wildlife Refuge
[ ]	[X]	[ ]	Estuary
[ ]	[X]	[ ]	Wetlands
[ ]	[X]	[ ]	Floodplain
[ ]	[X]	[ ]	Critical Habitats (or endangered/threatened species)
[ ]	[X]	[ ]	Wild or scenic river (proposed or designated under the Wild and Scenic Rivers Act)

D. Are any facilities under your ownership, lease, or supervision to be utilized in the accomplishment of this project, either listed or under consideration for listing on the Environmental Protection Agency's List of Violating Facilities?

[ ] Yes

[X] No

ODOT B-2

Part VI

ASSURANCES

The applicant hereby assures and certifies that it shall comply with the regulations, policies, guidelines and requirements, including Office of Management and Budget Circular No. A-95, and Federal Management Circulars 74-4 and 74-7, as they relate to the application, acceptance and use of Federal funds for this federally-assisted project. Also, the applicant gives assurance and certifies with respect to the grant that:

1. It possesses legal authority to apply for the grant, and to finance and construct the proposed facilities; that a resolution, motion or similar action has been duly adopted or passed as an official act of the applicant's governing body, authorizing the filing of the application, including all understandings and assurances contained therein, and directing and authorizing the person identified as the official representative of the applicant to act in connection with the application and to provide such additional information as may be required.

2. It shall comply with the provisions of: Executive Order (E.O.) 11296, relating to evaluation of flood hazards, and E.O. 11288, relating to the prevention, control, and abatement of water pollution.

3. If the requested financial assistance is for a supplementary grant to another Federal Agency, the other Federal Agency's financial assistance has been approved and is immediately available and sufficient funds shall be available when construction is completed to assure effective operation and maintenance of the facility for the purposes constructed.

4. It shall submit to the appropriate Federal agency for prior approval changes that alter the costs of the project, use of space, or functional layout; that it shall not enter into a construction contract(s) for the project or undertake other activities until the conditions of the construction grant program(s) has (have) been met.

5. It shall provide and maintain competent and adequate architectural engineering supervision and inspection at the construction site to insure that the completed work conforms with the approved plans and specifications, that it shall furnish progress reports and such other information as the Federal grantor agency may require.

6. It shall operate and maintain the facility in accordance with the minimum standards as may be required or prescribed by the applicable Federal, State and local agencies as to the maintenance and operation of such facilities.

7. It shall give the grantor agency and the Comptroller General through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the grant, for the entire time period beginning with project approval and ending three years after the final disbursement of grant funds.

8. It shall require the facility to be designed to comply with the "American Standard Specifications for Making Buildings and Facilities Accessible to, and Usable by, the Physically Handicapped," Number A117.1-1961, as modified (41 CFR 101-17.703) and 13 CFR 309.14. The applicant shall be responsible for conducting inspections to insure compliance with these specifications by the contractor.

9. It shall cause on-site labor on the project to begin within 90 days after receipt of notification from the approving Federal agency that funds have been approved and that the project will be prosecuted to completion with reasonable diligence. It further understands that after approval of the project the Government can, at its option, cancel its obligation to provide funds for the project if the applicant is unable for any reason to cause on-site labor on the project to begin within the 90-day period.

10. Construction of the project has not started.

11. It assures that as a Recipient receiving Federal financial assistance from the Economic Development Administration, it shall comply with Title VI and Title VII of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d et seq.); E.O. 11246 as amended by E.O. 11375; the requirements imposed by or pursuant to Regulations, issued for the Department of Commerce and designated as 15 CFR Subtitle A, Part 8; Section 110, P.L. 94-369; and any amendments thereto.

12. It shall establish safeguards to prohibit employees from using their positions for a purpose that is, or gives the appearance of being motivated by a desire for private gain for themselves or others, particularly those with whom they have family, business, or other ties.

13. It shall comply with the requirements of Title III of the Uniform Relocation Assistance and Real Property Acquistions Act of 1970 (P.L. 91-646), 42 U.S.C. 4601 et seq. and 13 CFR Part 310, which provides for fair and equitable treatment of persons displaced as a result of Federal and federally assisted programs.

14. It shall comply with the provisions of the Hatch Act which limit the political activity of employees.

15. It shall comply with the minimum wage and maximum hours provisions of the Federal Fair Labor Standards Act, as they apply to hospital and educational institution employees of State and local governments.

16. It shall comply with provisions of the Davis-Bacon Act, as amended (40 U.S.C. 276a-276a-5). Such provisions include the payment of prevailing wage rates of the area as determined by the Secretary of Labor, to laborers and mechanics employed by contractors and subcontractors for all construction undertaken in connection with this project.

17. It agrees in the event this application is deemed approved by operation of law, pursuant to Section 107 of P.L. 94-369, it shall be bound by the Standard Terms and Conditions used in the Grant Agreements for the Local Public Works program and such other requirements as EDA may reasonably impose.

18. In accord with these assurances and without limiting the above, it agrees that these assurances shall be binding upon them, their grantees, assignees, transferees, lessees, and successors in interest. These assurances shall also be binding through every modification or amendment to the project.

ODOT B-2

EXHIBIT II-A-8

I hereby certify that there are no funds budgeted and available or otherwise specifically committed for ODOT Project B-2 applied for in this application.

D. H. Moehring
Project Management Engineer
Oregon Department of Transportation

6-21-77
Date

ODOT B-2

EXHIBIT II-B-1a

APPLICANT'S CERTIFICATE FOR CONTRACT CONSTRUCTION

I, D. H. Moehring the Authorized Representative of the Applicant for Project Number ODOT B-2 located at Willamette Overflow Bridge, Albany-Junction City Highway have reviewed the attached Exhibit II-B-1b, Architect/Engineer's Certificate for Contract Construction and certify that all statements made therein are true and correct to the best of my knowledge and find no impediment to having on-site labor for this project starting within 90 days of EDA approval.

Yes	No	
☒ *	☐	The fees proposed to be paid to the Architect/Engineer (A/E) for services including basic services, reimbursable expenses, additional services and inspection services (if applicable) are equal to or less than prevailing fees for like services in the project area. *Applicant is Architect/Engineer with personnel on ODOT payroll.

I further certify to the following:

The project design was done or is being done by:

Oregon Department of Transportation (Applicant)
(Name of Architect/Engineer)

Check the boxes below to indicate compliance has been or shall be achieved:

☒	The project administration shall conform to all Federal requirements as prescribed by EDA.
☒	The approval of EDA in writing shall be secured if all construction contracts are not to be awarded at the same time.
☒	The approval of EDA in writing shall be secured to include into the project the cost for any capital equipment secured by the Grantee outside the construction contract, all subject to prior approval of A/E.
N/A ☐	Bonding of the fiscal agent of the Indian Tribe is in accordance with requirements prescribed by EDA.
☒	A written report on project progress shall be submitted in accordance with EDA instructions. The person responsible for this function is C.T. Keasey, Cont. Engineer, whose telephone number is (503)378-6318.
☒	No line item in the project budget as approved by EDA shall be exceeded without EDA approval.
☒	A copy of the official minutes of the bid opening including a tabulation of bids received shall be furnished to EDA.
☒	It is understood that any excess of bid price over the construction line item in the EDA approved project budget shall be the Grantee's responsibility to fund.
☒	It is understood that disbursement of EDA grant funds will not normally be made until after all construction contracts are awarded.
☒	The inspector for the construction or other work ~~(has)~~ (has not) been selected. His/her name is Not available. He/She (does) (does not) work for the Architect/Engineer. ~~A resume of the inspector's experience and qualifications is attached.~~ A qualified ODOT Resident Engineer will be assigned to the project.
☒	It is understood that the Grantee will arrange for an independent audit of all project costs in accordance with Department of Commerce regulations, Administrative Order DAO-213-4.

D. H. Moehring

Signature (Authorized Representative of the Applicant) D. H. Moehring

7/1/77
(Date)

FORM ED-101LPW (8-76)

USCOMM-DC 10696-P76

ARCHITECT/ENGINEER'S CERTIFICATE FOR CONTRACT CONSTRUCTION

A. I, E. S. Hunter, authorized representative of the ~~Architect/Engineer/Applicant~~ Oregon Department of Transportation (Applicant), certify that in my professional judgment the following plans and specifications are adequate, suitable for, and in conformity with the project contemplated in the application and are sufficient to allow on-site labor to begin within 90 days of EDA's approval of the project and comply with applicable State and local laws, ordinances, and regulations pertaining to standards of construction and safety except that all items with a check in the "No" box shall be completed as above within 48 days. A sheet has been attached giving contemplated actions to change any "No" item to "Yes" which shall include percentage of design completed for each design component listed below:
(Check applicable box)

Yes	No	Not Applicable		Sheets Numbered
☒	☐	☐	Site Plan	1
☐	☐	☒	Architectural Plans	
☒	☐	☐	Structural Plans	2-4
☐	☐	☒	Mechanical Plans	
☐	☐	☒	Electrical Plans	
☒	☐	☐	Civil Plans	2-6
☐	☐	☒	H. V. A. C. Plans	
☐	☐	☒	Equipment Plans	
☐	☒	☐	Proposed Advertisement for Bids	1
☒	☐	☐	Information for Bidders	8
☐	☒	☐	Bid Forms	3
☒	☐	☐	Bid Bond Format	3
☒	☐	☐	Performance Bond Format	1
☒	☐	☐	Payment Bond Format	1
☒	☐	☐	Blank Forms for Certifications of Contractors and Subcontractors Regarding Equal Employment Opportunity	6
☒	☐	☐	General Conditions to the Construction Contract	1
☒	☐	☐	Supplementary General Conditions, if applicable	64
☐	☒	☐	Special Conditions	30
☐	☐	☒	Technical Specifications	
☐	☐	☒	Bid Conditions from the Applicable Plan when the Project is in an Area Covered by an OFCC imposed Equal Employment Opportunity Plan	

B. I certify that the proposed project design complies with requirements as prescribed by EDA.

C. I further certify that the final plans and specifications ~~(have been)~~ (shall be) reviewed and approved by all required Federal, State and local reviewing authorities and that all permits, licenses, etc., necessary for construction of the project have been secured except for (indicate the missing approval, permit, license, etc., and action contemplated to secure it (them) with the anticipated date – attach separate sheet if more space is needed):

None required

NA* D. I further certify that the Architect/Engineer agreement with the Applicant calls for the Architect/Engineer to: *(Check applicable box)*

* Applicant as Architect/Engineer shall perform items

Yes	No	
☐	☐	1. Provide surveillance of project construction to assure compliance with plans, specifications, and all other contract documents. Requirements for construction inspection services should be clearly defined and a limit be placed on the amount the Applicant is required to pay for such services.
☐	☐	2. Supervise any required subsurface explorations to determine amounts of rock excavation or foundation conditions such as borings, soil tests, and the like, no matter whether they are performed by the Architect/Engineer or by others paid by the Applicant.
☐	☐	3. Prepare and submit proposed contract change orders when applicable. There shall be no charge to the Applicant when the change order is required to correct errors or omissions by the Architect/Engineer.
☐	☐	4. Submit a monthly report to the Applicant and a copy of the report to the applicable EDA Regional Office covering the general progress of the job and describing any problems or factors contributing to delay.
☐	☐	5. Review and approve the contractor's schedule of amounts for contract payment.
☐	☐	6. Certify partial payments to contractors.
☐	☐	7. Prepare "as-built" drawings after completion of the project. One copy shall be furnished to the EDA Regional Office within 60 days after all construction has been completed and the final inspection has been performed.
☐	☐	8. Review and approve Contractor's submission of samples and shop drawings, where applicable.
☐	☐	9. Perform a prefinal inspection of the completed construction and as a result prepare a punch list of items to be corrected (if applicable).
☐	☐	10. Perform a final acceptance inspection and advise the Applicant whether or not to accept the work as performed by the contractor and his/her subcontractors.

E. I certify that the advertisement for bidders will be placed in the following publications and 14 days will be allowed for submission of bids:

Daily Journal of Commerce, 2014 NW 24th Street, Portland, OR 97210

EXHIBIT II-B-1b

F. I will attend all Bid Openings for the project and:

1. Tabulate the bids.
2. Make a recommendation as to the award.
3. Review the qualifications of the lowest responsive bidder and give a written opinion to the Applicant on the ability of the bidder to construction of the project or do the other work called for in the contract.

E S Hunter — 6-29-77

Signature of Authorized Representative of the Architect/Engineer — Date

E. S. Hunter

Technical Services Engineer

Title

Oregon Department of Transportation (Applicant) — Salem, OR

Firm Name — Location

Item	% Complete	Time to Complete
Proposed Ad for Bids	0	48 days after approval
Bid Forms	0	48 days after approval
Special Conditions	0	48 days after approval

Department of Transportation
State of Oregon
State Highway Division

Engineer's Report - June 1977

Willamette River Overflow Bridge
M.P. 30.4
Albany-Junction City Highway
Lane County

(a) Project Description

The project is located 1.4 miles south of the city of Harrisburg. The existing facility consists of a section having two 12-foot travel lanes. The purpose is to replace a structurally deficient bridge.

Portland cement concrete has been selected for material on the basis of economy and compatibility with the present facility. Geometrics for the project are based on tolerable conditions for mobility and safety for expected traffic during the next fifteen/twenty years. Structure and approach widths have been determined from tolerable conditions and existing widths on adjacent sections of roadway. Examination of the present bridge indicates replacement is warranted.

The project is within the Willamette River flood plain; however, no long-term effects will be associated with this structure replacement project. Sufficient right of way is available. Materials will be obtained from commercial sources.

(b) Plans

A site plan and a plot plan are attached.

(c) Construction Cost Estimate

A detailed construction cost estimate is attached.

(d) Construction Schedule

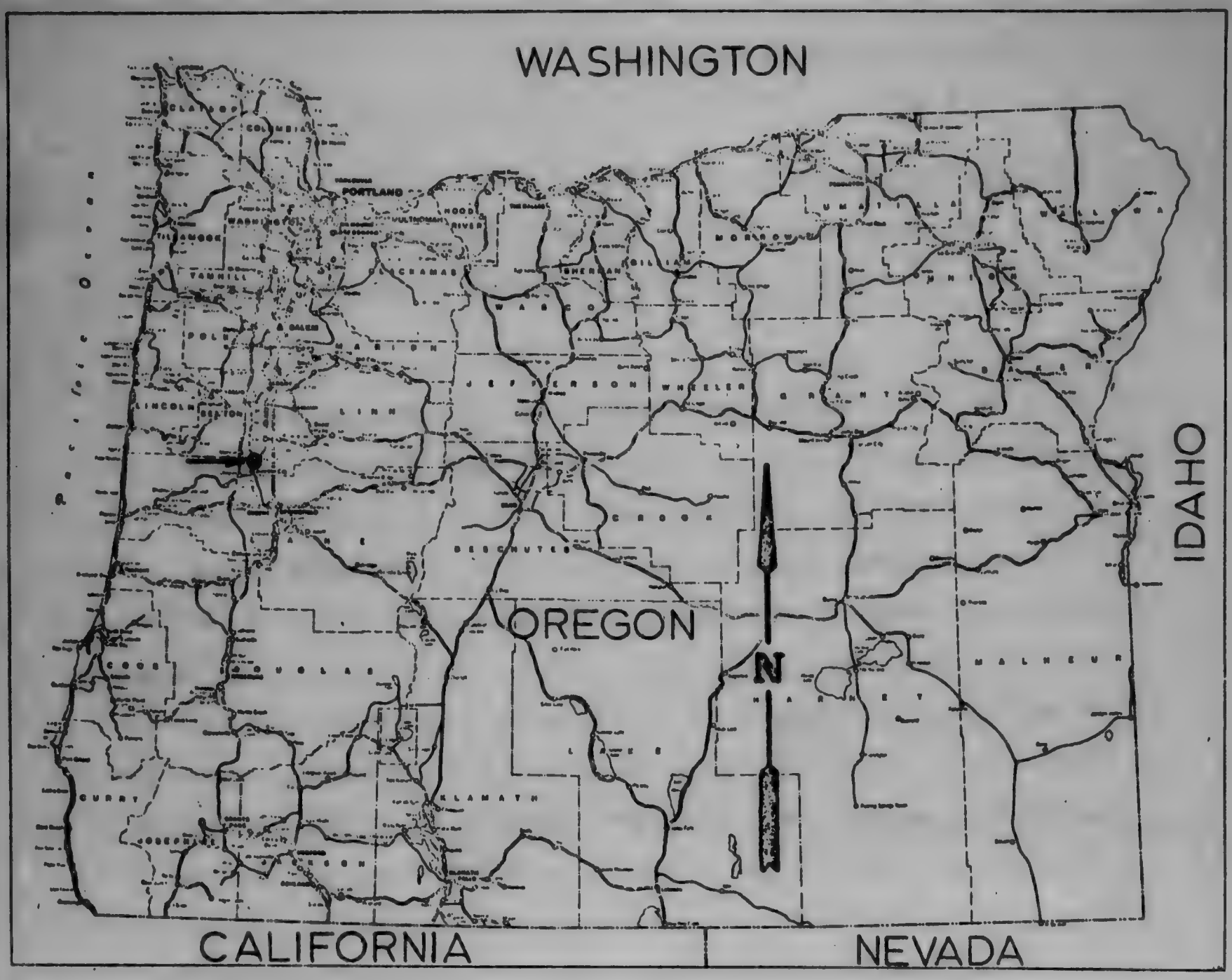
The estimated construction time of the project is seven months. The contract should be awarded soon to take advantage of low water conditions.

(e) Additional Information

The Albany-Junction City Highway is a minor arterial connecting the cities of Albany and Junction City. It also serves many small communities along the route. The 1976 average daily traffic is 4,500 in the project area. Normal growth factors for traffic would not extend these figures beyond the capacity of the highway during the expected service life of the project. Limitations on funding have prevented timely reconstruction of many Oregon highways; consequently, many sections are beyond their expected service life. Serious distress is apparent in many sections of pavement and numerous bridge structures. These deficiencies cannot be corrected by major reconstruction because of the limitations on available federal and state funding. This problem is not merely statewide but national in scope.

In recognition of this problem, the U.S. Department of Transportation, through the Federal Highway Administration, has authorized use of Federal Highway Trust Funds for resurfacing, restoring and rehabilitating highways. Oregon is undertaking a major effort to restore these sections of highway under that program. This project is in furtherance of that policy established by the Federal government and by the state of Oregon.

EXHIBIT II - B - 3
Sheet 3 of 8



PLOT PLAN

ODOT # B-2
Willamette River Overflow Bridge
Albany-Junction City Highway
Lane County

EXHIBIT II - 3
ODOT B - 2

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 6 of 8 Sheets

Section Wilhamette R. Overflow Bridge (M.P. 30.4) Unit
Highway Albany - Junction City County Lane Prefix
Length Designer Draftsman Date

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Mobilization	Lump Sum				8%	11,768.00
Temp. Prot. & Direct. of Traffic	Lump Sum					4000.00
Temporary Signs	Lump Sum					1014.00
Temporary Barricades	Lump Sum					3600.00
Flagmen	Hour			160	16.00	2560.00
Topsoil	Cu.Yd.			724	8.00	5792.00
Clearing & Grubbing	Lump Sum					900.00
Rem. of Struct. & Obstruct.	Lump Sum					20,000.00
Embankment in Place	Cu.Yd.			5000	6.00	30,000.00
Finishing Roadbeds & Slopes	Lump Sum					500.00
Trench Excavation	Cu.Yd.			35	8.00	280.00
Class "B" or "C" Asph. Conc. Mix	Ton			510	14.00	7140.00
Class "C" Asph. Conc. Wear. Surf.	Ton			868	16.00	13,888.00
Asphalt Cement in Mixtures	Ton			89	85.00	7,565.00
Cement Additive	Ton			10	85.00	850.00
Tack Coat (Emulsified Asphalt)	Ton			1	350.00	350.00
12-inch Culvert Pipe	Lin.Ft.			100	13.00	1300.00
Guard Rail, Type 2A	Lin.Ft.			200	12.00	2400.00
Guard Rail, Type 3	Lin.Ft.			100	20.00	2000.00
Rail End Pieces, Type C	Each			4	150.00	600.00
Guard Rail Anchors, Type I	Each			4	300.00	1200.00
Aggregate Base	Ton			3000	10.50	31,500.00
Loose Riprap, Class 100	Cu.Yd.			400	20.00	8,000.00
Filter Blanket	Cu.Yd.			120	16.00	1920.00
Toe Trench Excavation	Cu.Yd.			130	8.00	1040.00

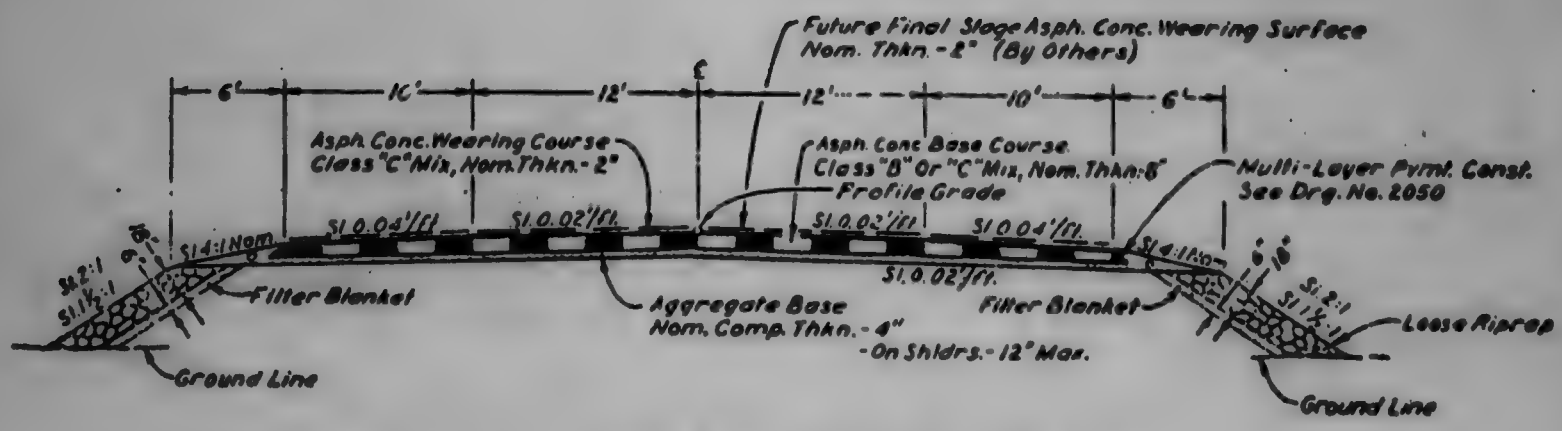
EXHIBIT II-B-3
SHEET 7 of 8
ODOT B-2

OREGON STATE HIGHWAY DIVISION - BRIDGE SECTION
ESTIMATE SHEET

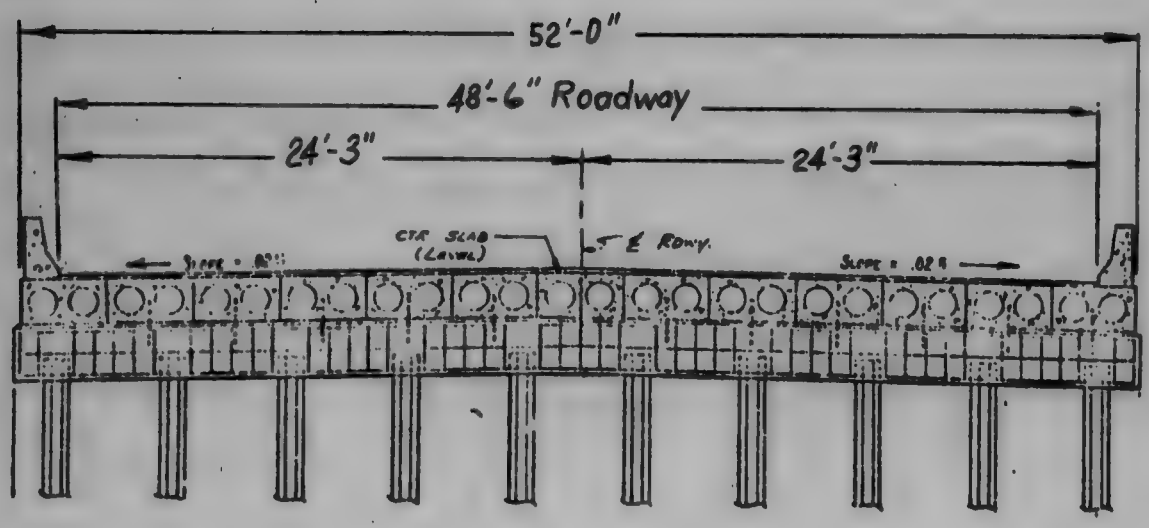
Bridge Name Willamette R. Overflow Br. County LANE Bridge No. 3941A
Section and Station Harrisburg Lancaster Branch Highway Albany - Jct. City Hwy.
Estimate Made By ACE Date 12/30/76 Checked By GWV Date 3-1-77
Description

Estimate From ~~No Plans~~ ~~Sketch~~ Completed Plans ~~Drawing No.~~
(Strike out the ones which do not apply)
Calculation Book No. 1606 Loading HS-20

ITEMS	UNIT	QUANTITIES Substrct.	Superstrct.	Total	COST Rate	Amount
Mobilization	All			ALL	7%	7,175.00
Shoring, Cribbing, etc.	All			ALL		1,000.00
Structural Excavation	Cu.Yd.	58		58	10.00	580.00
Excavation Below Elev. Shown	Cu.Yd.					
Untreated Timber Piling (No.)	Lin.Ft.					
Treated Timber Piling (No.)	Lin.Ft.					
Steel Piling (No.)	Lin.Ft.					
Prestr. Conc. Piling (No. 20 @ 39')	Lin.Ft.	780	—	780	9.00	7,020.00
Furnish Pile Driving Equipment	All			ALL	4,000.00	4,000.00
Drive Timber Piling	Lin.Ft.					
Drive Steel Piling	Lin.Ft.					
Drive Prestressed Conc. Piling	LIN FT.	780	—	780	3.00	2,340.00
Structural Concrete Class 3,300-1W	Cu.Yd.	27.0	28.1	55.1	150/170	8,830.00
Metal Reinforcement	Lbs.	4,161	2042	6203	.26	1,613.00
Structural Steel	Lbs.					
Prestressing Steel	Lbs.					
Prestr. Conc. (26" SUPERSx67'-2")	Each	—	13	13	3760.00	48,880.00
(4' @ 7.17' @ 28.00/Ln. Ft.)						
Rail #	Lin.Ft.					
Slope Paving (incl. preparation)	Sq.Yd.					
Slope Paving Curb	Sq.Yd.					
Drain Pipe	Lin.Ft.					
Berm Paving	Sq.Yd.					
R.C. End Panels	Sq.Yd.		213.3	213.3	30.00	6,399.00
Expansion Jts.	Lin.Ft.					
Electric Conduit	Lin.Ft.					
Membrane Waterproofing	Sq.Yd.		373	373	8.00	2,984.00
Removal of old Bridge	All	—	—	—	—	11,000
Maintenance of Traffic	All	—	—	—	—	
						102,500.00
Subtotal						
Plus 20% Percent for Engineering & Contingencies						20,500.00
					TOTAL COST	$ 123,000.00



TYPICAL ROADWAY SECTION



TYPICAL BRIDGE SECTION

ODOT # B-2
Willamette River Overflow Bridge
Albany-Junction City Highway
Lane County

DEPARTMENT OF JUSTICE

ODOT B-2
Willamette River Overflow Bridge
Albany-Junction City Highway
Lane County

EXHIBIT II-B-4

I hereby certify that ODOT has either fee title, permanent easements or the necessary legal interests in and to the property on which the bridge will be constructed under ODOT Project B-2 applied for in this application. Other rights required for the construction of said bridge, rights of entry if necessary, will be acquired before the letting of the construction contracts for said bridge.

James L. Sollis
Jack Sollis
Assistant Attorney General and Counsel

6-20-77
Date

Leron Trahan (BL) (race/color), resigned from the Division July 15, 1975, and filed a complaint with the Oregon Bureau of Labor, Civil Rights Division, July 23, 1975 alleging discrimination because of race. There has been no decision on the case by the Bureau to date.

Gary Harris (BL) (race/color), an applicant filed a complaint with the Oregon Bureau of Labor, Civil Rights Division, September 4, 1975 alleging discrimination in the employment process by not being selected by the Division for employment. There has been no decision on the case by the Bureau to date.

John D. Thim (WH) (race/color), case number F-FEP-RD-75-1611 filed a complaint with the Oregon Bureau of Labor, Civil Rights Division, March 4, 1975, alleging discrimination in the employment process for not being permitted to file an application for employment with the State Highway Division.

On August 12, 1975, a Notice of Determination was sent to the Department, advising that after thorough investigation and review of the case, it was determined that substantial evidence has been found to support the allegation of the complaint of discrimination.

On June 11, 1976, a letter was written by the conciliator for the Bureau of Labor, Civil Rights Division, asking the Department to consider the following for conciliation:

1. Respondent awards $100.00 to Complainant.
2. Complaintant accepts $100.00 from Respondent as settlement in full of the allegations contained in his complaint,
3. Respondent agrees to cease any practice of unequal job opportunity in its application procedure.
4. Respondent agrees to train all personnel involved in hiring process in EEO and Affirmative Action procedure, principles, etc,
5. Respondent agrees to allow review of its procedures of hiring by the Civil Rights Division for a period of two years.

June 22, 1976, the Department responded to the terms that were proposed for agreements and conciliation as follows below:

1. As the Highway Division did not in fact hire anybody until after the respondent had had an opportunity to submit an application, we do not feel that any monitory consideration is due the respondent.
2. N/A
3. Although the respondent alleged that he was informed that only applications of minorities were being accepted, the Highway Division does not concur that information was in fact given to him. The Highway Division did offer the respondent an application of employment two days later which he refused to accept. The Highway Division does not feel that it has been engaging in any practice of unequal job opportunity in its employment practices.
4. The training of all personnel involved in the hiring process in EEO and Affirmative Action procedures, principles, etc., is in agreement with our past and present plans for the Department.
5. If you deem it necessary, the Highway Division has no objections to the Civil Rights Division reviewing its procedures in hiring.

On July 27, 1976, the Department signed a Bureau of Labor form agreeing to the following:

1. The Respondent agrees not to make distinctions regarding race and color in the taking of applications for employment considerations.
2. The Respondent agrees to establish an agency procedure for the selection of unskilled and semi-skilled workers, as provided by ORS 240.390, that will insure equal opportunity in employment and employment opportunities.

3. The Respondent agrees to utilize the Technical Assistance section of the Civil Rights Division of the Bureau of Labor. Personnel Division of the Executive Department, and other State of Oregon resources as Respondent sees fit to utilize in the establishment of the selection procedure mentioned in paragraph No. 2 above.
4. The Respondent agrees that all supervisory personnel will extend their EEO and AA training to all personnel, under their supervisors involved in its recruitment, selection and hiring procedures.

The Respondent agrees that the Bureau may review compliance with this Agreement for a period of two (2) years from the date of execution of this Agreement.

It is understood taht execution of this Agreement does not constitute an admission by the Respondent of any violation of Oregon Civil Rights law.

ODOT B-2

ODOT
EXHIBIT II C-1

United States District Court for the District of Oregon, Case No. 76-736 entitled Eugene Jackson, et al, plaintiffs, and William T. Coleman, et al, defendants, is a case alleging discrimination because of race.

The complaint and summons were served on the United States Attorney on August 23, 1976, and on state officials, September 1, 1976.

The parties to the lawsuit are:

Plaintiffs: Eugene Jackson, individually and as Executive Director of Northwest Minority Contractors Association, Inc., a non-profit Oregon corporation;

Wendell E. Brown, dba Mustang Building Co.;

Carl Brewster, dba Accent Carpet Service;

Baldwin Sanitary Service, Inc., an Oregon corporation;

Pacific Landscape Contractors Ltd., an Oregon corporation;

Martinairs General Construction Company, Inc., an Oregon corporation;

Ernest Reves, dba Cascade Roofing and Asphalt Co.;

Edwin L. Wilson, D. Harrison, B. McKinney and Willard Harris.

Defendants: William T. Coleman, individually and as United States Secretary of Transportation;

The United States Department of Transportation;

Norman T. Tiemann, individually and as Federal Highway Administrator;

L. E. Lybecker, individually and as the Regional Construction and Maintenance Director;

G. L. Green, individually and as the Oregon Division Administrator;

UUUI EXHIBIT B-2 11-C-1

Defendants Continued:

Ellis Casson, individually and as Region 10, Civil Rights Director;

Robert A. Burco, individually and as the Oregon State Department of Transportation Director;

F. B. Klaboe, individually and as Chief of Operations for the Oregon State Department of Transportation;

H. S. Coulter, individually and as State Highway Engineer.

The complaint is for equitable and declaratory relief and damages. The plaintiffs claim that their action "is brought to enforce rights secured by Executive Order 11625 and implementing regulations 41 CFR §§ 1 - 1.13 et seq and under 5 USC §701 et seq and 23 USC §140b and implementing regulations and under 42 USC §1981, 1983 and 1985(3) and §2000(d)."

The plaintiffs, who are minority contractors in the State of Oregon, are challenging certain actions taken by the officials of the United States, Department of Transportation and the Oregon Department of Transportation in the award of supportive service contracts in the State of Oregon during the calandar year 1976. They claim that the State of Oregon and the State Department of Transportation allowed $22,000 of discretionary funds available to the State of Oregon for fiscal 1976 to revert to the federal government--that this was a violation of their rights under Executive Order 11625. The plaintiffs also allege that the defendants have failed to enforce certain terms of the supportive services funds regulations, thus denying them the protection of local and state laws and federal laws regarding racial discrimination.

The case was set for hearing on the plaintiffs' motion for preliminary injunction before the United States District Court for the District of Oregon on September 17, 1976. Counsel for the State defendant and counsel for the Federal defendants met with counsel for the plaintiffs prior to that hearing. The counsel for the plaintiffs agreed to withdraw his motion for preliminary injunction in return for the agreement of the counsel for the defendants that no further ~~funds~~ contracts would be awarded for supportive services without previous notification to the court and without opportunity for the plaintiff Eugene Jackson to bid on the contracts. The case is presently set for the call calendar in United States District Court for the District of Oregon for November 15, 1976, at 3:00 p.m. It should be noted that Eugene Jackson previously filed a grievance with the United States Department of Transportation. The grievance was investigated by a field review

on June 7, 8 and 9, 1976, by George W. Krynitsky of the Construction and Maintenance Division, Office of Highway Administration, and John Y. Yoshino, Office of Civil Rights of the Department of Highway Administration. Their report dated June 25, 1976, to Mr. Al T. Lamm, Executive Director, from Mr. Krynitsky and Mr. Yoshino, detailed the investigation. This is an investigation into the same facts alleged in the complaint of Mr. Eugene Jackson in the above-entitled judicial proceedings. Page 4 of their report lists the investigators as stating:

> "Both the state and our field offices are considered to have acted in a responsible manner within the purview of their authority and approving and proceeding with the sole source procurement of the asphalt wreckers contract. We see no violation of any federal or state laws, regulations or orders in this case."

V-A

B-1
B-2

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Section Willamette River Overflow Structures
County Lane
Highway Albany-Junction City
Termini: M.P.(if appl) MP 30.0 & MP 30.60
Region 3

Date August 12, 1976
Unit (if appl)
City
State Hwy. No. Oregon 58
Length 0.60 mile
Construction Estimate
Program Amount

B. Purpose of Project: To replace two overflow structures on the Albany - Junction City Highway. Bridge No. 3940 (MP 30.13) and Bridge No. 3941 (MP 30.45).

C. Origin & History of Project: Vicinity maps were completed in the field in 1971. A hydraulic study of the area has been completed by the hydraulic section of the Oregon State Highway Division. Both structures are included in the Six year Highway Improvement Program for construction in fiscal year 1977.

D. General Description of Project: The proposed project is to replace two treated timber structures that were constructed in 1922 with reinforced and/or prestressed concrete structures. It is proposed that the replacement will be on existing alignment and grade.

Alignment: New _____ Existing XX Combined _____

Typical Section: Existing: No. Lanes 2 ; Med. 0 ; Shldrs. 2 ; Parking 0
Proposed: No. Lanes 2 ; Med. 0 ; Shldrs. 2 ; Parking 0

Traffic: Existing Facility: Existing ADT 4,500 ; Projected ADT 7200 ; Yr. 1996
Existing Level of Service C

Proposed Facility: Projected ADT 7200 ; Yr. 1996
Projected Level of Service D

Right of Way: Additional anticipated No ; if yes, give approx. No. Parcels _____
Yes, No

Acres _____; Type of Relocation Req. _____; No. _____

Materials Source, Borrow, Waste Disposal Requirements, if any:

A disposal site or a means of disposing of the existing structures will have to be determined.

Type of Structure(s):

Type of structure(s) multiple span pile bent structures are proposed.

Brief Description of River or Stream and Type of Involvement, if any:

The channels involved are overflow channels lying within the westerly flood plane of the Willamette River near Harrisburg. The channel at MP 30.13 is well defined and has a definite wet land characteristic. The channel at MP 30.45 is less well defined and is cultivated. Channel involvment would be confined to the temporary impacts of removing and replac-

Local City, County or COG priorities of project: ing piling.

FHWA and/or OSHD approvals given, if any:

The project is included in the six-year highway improvement program approved by the Transporation Commission June 29, 1976.

Location or Design Alternatives (identify and describe):

Design alternatives which could modify proposed structure width and length would be considered.

Other Descriptive Information or Comments:

Originally constructed in 1922 of treated timber, supported by wood-pile bents, the structures provide a H 20 load rating and a 25 foot ginch horizontal clearance. The structures have deteriorated to where maintenance repair is no longer feasible.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural.

The terrain is the flat to gentle rolling flood plane of the Western Willamette Valley. Soils are the semiconsolidated gravels, sands and silts of the Willamette Silts Association. Flora is primarily diversified farm crops, except in fence rows and along the Willamette riverbank and major flood channels where Riparian type vegetation persists. This vegetation consists primarily of an overstory of old growth, Big Leaf Maple and Black Cottonwood with an occasional Douglas Fir and Ponderosa Pine intermixed. A middle story of immature Maple, Elderberry, Oregon Ash, and Cascara Buckthorn over shadow an under story of Wild Blackberries, Blueberries, and numerous annual and perennial weeds.

2. Cultural:

The project area is surrounded by a rural agriculture area, the rich Willamette Silts producing a large variety of farm crops. Scattered farm homes, usually with large well landscaped yards, front on the highway and adjoining County Roads. Except for farm yards, home sites, the steeper banks of the river and overflow channels virtually all the land within a large area surrounding the bridge sites is under cultivati

Harrisburg, a rural community of approximately 1500 people, lies along the easterly bank of the Willamette River near the project site, and is primarily oriented towards providing goods and services to the surrounding farm area. Several small to medium sized commercial/industrial plants also contribute to the economic stability of the community.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

No right-of-way would be required in fee title. Temporary easements from two parcels of land may be required for detours during construction.

2. Estimated Impact on Traffic Patterns:
Only temporary disruption of traffic during construction is anticipated.

Consequences--Air Quality, Noise, Safety, etc.:

Projects of this type are not generally considered to have any impact on air quality or noise levels.

3. Estimated Impact on Land Use:

None anticipated.

Consequences:

4. Expected Impact on Natural Ecological Resources:

A small amount of wildlife habitat may be removed. The overflow channels are not considered to have any significant value as a fishery resource.

Consequences:

Not significant.

5. Expected Impact on Cultural and Scenic Resources:

No adverse impacts have been identified.

Consequences:

SITE PLAN
ODOT # B-2
Willamette River Overflow Bridge
Albany-Junction City Highway

EXHIBIT II - 3
ODOT B - 2

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 5 of 8 Sheets

ection Willamette R. Overflow Bridge (M.P. 30.4) Unit
ighway Albany-Junction City County Lane Prefix
ength Designer Draftsman Date
gned Title

Grading & Drainage		$ 160,167.00
Surfacing		$
Extra Work		
Solv. & Rein. Guide Posts	$ 250.00	
Cost to Move Utilities	3750.00	
Total Extra Work		$ 4000.00
TOTAL		$ 164,167.00
+ 20% Engineering and Contingencies		$ 32,833.00
Structures		
See Sheet 7 of 8	$ 123,000	
Total Structures		$ 123,000
Right of Way		$
Total Estimated Cost		$ 320,000.00

6. Preliminary Identification of Areas of Critical Concern:

None identified

7. Potential for Controversial Issues:

None identified

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

b. Noise Standards
This project is determiend to be unrelated to traffic noise increases; hence, no noise study report will be required as per FHPM 7-7-3.

c. Water Quality Standards

d. Area Land Use and Transportation Plans, and Zoning

The proposed structure replacements would be consistant with the above plans and standards.

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- --X-NON-MAJOR ACTION-----

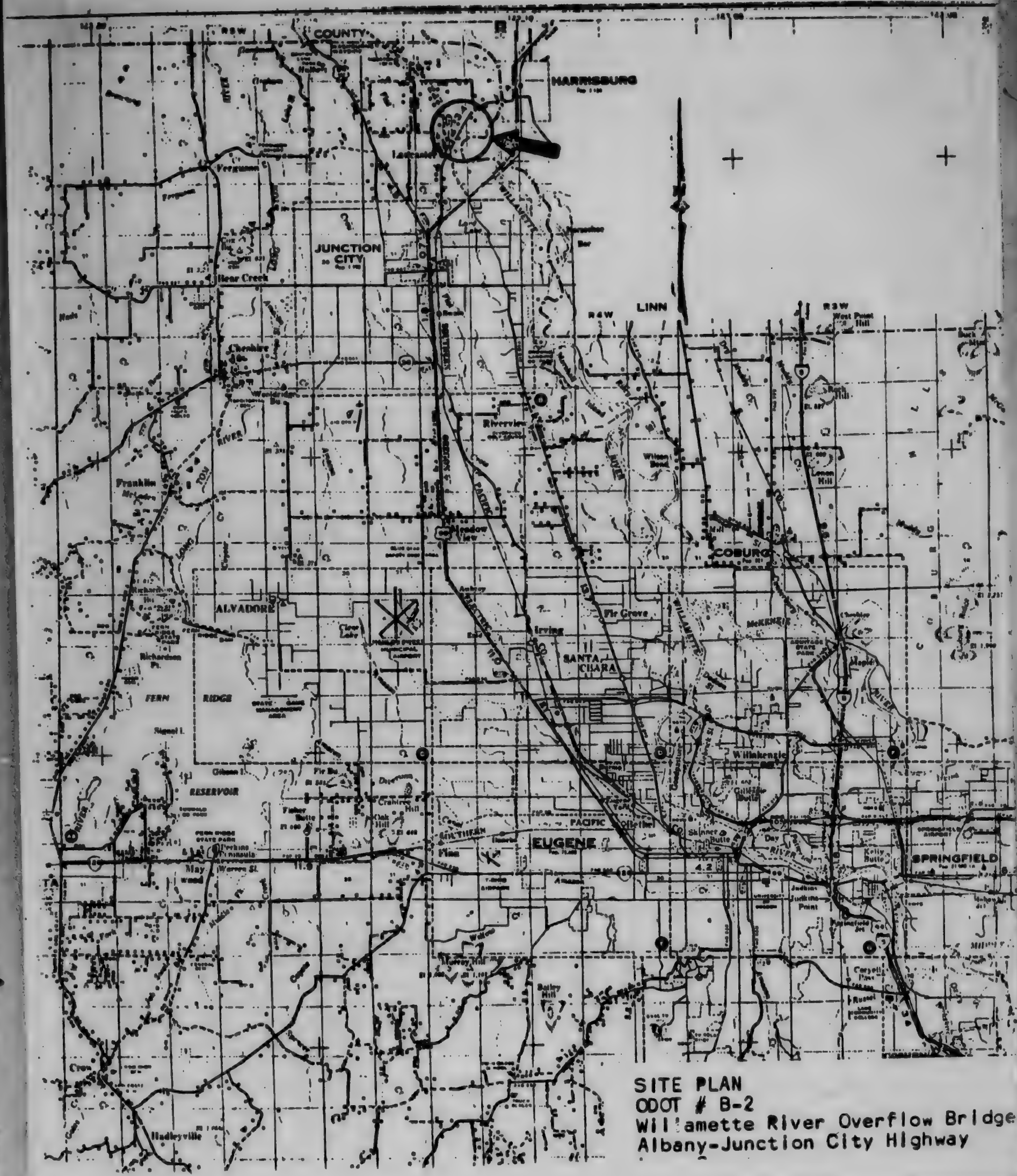
SIGNIFICANT:	NON-SIGNIFICANT:	
___ D & FEIS	___ D & F Neg.Dec.	X ASSESSMENT ONLY
___ Section 4(f)	___ Section 4(f)	___ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ___ 1 ___ 2 X 3 ___ 4

Form (1)10-75

SITE PLAN
ODOT # B-1
Willamette River Overflow Bridge
Albany-Junction City Highway
Lane County



SITE PLAN
ODOT # B-2
Willamette River Overflow Bridge
Albany-Junction City Highway

V-B

B-1
B-2

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HISTORIC PRESERVATION OFFICE

Parks and Recreation Branch

525 TRADE STREET S.E., SALEM, OREGON 97310

DATE: March 21, 1977

Mr. Pieter Dykman, Research Coordinator
Environmental Section
412 Transportation Building
Salem, Oregon 97310

Re: Willamette River Overflow Bridges
Section
Albany - Junction City Hwy.
Lane County

Dear Sirs:

This letter is in response to the cultural resource survey carried out to assess impact of the above mentioned project on historic and archeologic sites.

After a careful review of the cultural resource survey carried out within the project area, our office can offer the following comments. We feel that no cultural resources of National Register potential have been identified which are likely to be impacted by this project. We therefore feel that Public Law 89-665 and Executive Order 11593 have been complied with and the project may go forward as planned.

Thank you for your cooperation and concern.

Sincerely,

Paul B. Hartwig
Historic Preservation Coordinator

EL:ko

(#2) 8627

ODOT B-2

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

June 22, 1977

TO Executive Department
Federal Aid Coordination Unit

Lane Council of Governments
135 - 6th Avenue East
Eugene, OR 97401

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 5
Section: Willamette Overflow Bridge
Highway: Albany-Junction City Highway
County: Lane

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be July 22, 1977.

BLG: dmc

Attachment

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
R. W. Ellison

Region Engineer: A. Shirley
District Engineer: Wm. Anhorn
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
JUN 22 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ODOT B-2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	[12] APPLICANT: State Highway Division [45]	[46] DIVISION: Department of Transportation [79]				
03	[12] APPLICANT ADDRESS STREET: 207 Transportation Building [45]	[46] CITY: Salem [60]	[76] ZIP: 97310 [80]			
04	[12] CONTACT PERSON: D. H. Moehring [45]	[46] AREA CODE: 503 [48]	[49] PHONE: 378 [55]	[56] EXTENSION: 6563 [59]		
01	[12] PROJECT TITLE: Willamette Overflow Bridge, Albany-Junction City Highway [71]					
11	[12] PROJECT LOCATION—CITY: near Junction City	PROJECT LOCATION—COUNTY: Lane	PROJECT LOCATION [79] SEC: T: R:			
05	SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK) Replacement of deficient overflow bridge on the Albany-Junction City Highway					
06	[12] 2 miles north of Junction City. [71]					
07	[12] [71]					
08	[12] [71]					
09	[12] [71]					
10	[12] [71]					

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	[12] (A) Grant [19]	[20] (B) Other [27]	[28] (C) State [35]	[36] (D) Local [43]	[44] (E) FUNDS [51]	[52] (F) FUNDS [60]
	320,000	-	-	-	-	320,000

13	[12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45]	[46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79]
14	[12] FEDERAL PROGRAM TITLE: Title I, Public Works Employment Act of 1977 [71]	
15	[12] FEDERAL AGENCY NAME: U.S. Dept. of Commerce [45]	[46] FEDERAL SUB-AGENCY NAME: Economic Development Administration [79]

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes [X] 29 No [ ] 30 Date: June 22, 1977	Yes [X] 31 No [ ] 32	Yes [ ] 33 No [X] 34	Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH	[42]	43] DAY	[44]	45] YEAR	[46]
	July		22		1977	

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☒ Yes ☐ Date:

VI. If project includes state funds (12C), identify agency None

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%____	$_____	%____	$_____	%____	$_____
Second Year	%____	$_____	%____	$_____	%____	$_____
Third Year	%____	$_____	%____	$_____	%____	$_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a Category 3 Project of nonmajor environmental impact under Oregon's Action Plan

SITE PLAN
ODOT # B-2
Willamette River Overflow Bridge
Albany-Junction City Highway
Lane County

8627

58

Salem, Oregon
May 10, 1977

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

Willamette River Overflow [illegible]
Albany-Junction [illegible]
Lane County

Gerald W. Wimer
Region II Construction Engineer

We have reviewed your recommendation of April 22, 1977, concerning the use of a 6-inch blanket of topsoil on all embankment for the temporary detour, constructed outside the existing right-of-way, and concur.

Plans and specifications will provide for this requirement. This will require approximately 1,490 yd.^{3} of topsoil, which will replace a like amount of embankment material.

DOC:ai
cc: A. Brummitt
L. K. Watson

1 Verstoeg ✓
Olson
Dr[illegible]
Scott
2 Swenson
Savage
Trout

RECEIVED
MAY 11 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Form 81-734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 20-1997

April 22, 1977

Salem, Oregon

FROM: Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

SUBJECT: Willamette River Overflow Brs.
Albany-Junction City Highway
Lane County

TO: J. H. Versteeg
ROAD DESIGN ENGINEER

The special provisions submitted in the Location Narrative for this project specified the following:

Sec. 203 Paragraph 2

"Embankment material in the detour area should be placed and removed in such a manner that the existing topsoil will remain in place."

Region recommends the provisions include the specification that: "The bottom six inches of all embankment for the temporary detour, constructed outside the existing right-of-way, be topsoil. Topsoil will be replaced in excavation areas of the temporary detour upon removal of the surfacing materials."

This would facilitate cleanup of the roadbed aggregate to restore the affected area.

If you concur, we can pass this information along to the Regional Right-of-Way Supervisor. This will assist their office in negotiating with the property owners.

DWT/dea
cc: Rod Henry
James Chaney
File
Jack Martin

REFERRED TO

Board	Reed
Cole	Sample
Eriksen	Watson
Hagar	Wolfe

Return Discuss Do File Copy Due

BY FINAL DESIGN ENGINEER

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
APR 26 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

#8627

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

5-10-77

LETTER OF APPROVAL AND/OR AUTHORIZATION

FED. AID PROJECT NO.: See below

STATE PROJECT NO.: Various

COUNTY NAME: Various

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: ---

TO:

Mr. H.S. Coulter
State Highway ENgineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 13 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	See below	Various	Various

GENERAL LOCATION: See below

GENERAL DESCRIPTION OF WORK:

Program change adding archeological salvage for the amounts shown as well as effective date.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Archeological salvage
Total cost not to exceed amounts shown.

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 4-25-77 letter, I approve the program changes and you are authorized to proceed with the work for each project effective date as shown below. A signed copy of archeological authorization for each project is returned herewith.

Project No.	Authorization Date	Project Est. Cost	Federal Funds
#8627 F-3(2)	March 7, 1977	$ 390	$ 334
I-5-5(42)250	March 7, 1977	480	442
#8511 - F-BRF-50(1)	March 11, 1977	410	351
#8533 RS-23-018(3)	April 14, 1977	565	484
#8567 - OS-0700(1)	April 14, 1977	1,380	1,184

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-10-77		For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8627 U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION 4-7-77

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO: F-3(4)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70108

COUNTY NAME: Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 13 '77
REFER TO
FOR
Info | Invest | R/W | D/R | Spec | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	4-7-77	Primary 3	Primary 58

GENERAL LOCATION:

"Willamette River Overflow Bridges"

GENERAL DESCRIPTION OF WORK

Acquisition of Right of Way.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Program change.

TEC $7,560 - FF $6,486

☒ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 3-24-77 letter, I approve the program change adding to the character of proposed work "Right of Way".

Also, as requested, you are authorized to proceed with the actual acquisition of right of way as outlined in red on map submitted with program data. Federal participation is limited to that right of way actually incorporated in the final location.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-7-77	G. K. Hansen	For Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8627

B-1 & 2

Department of Transportation

STATE HISTORIC PRESERVATION OFFICE

Parks and Recreation Branch
525 TRADE STREET S.E., SALEM, OREGON 97310

DATE: March 21, 1977

Mr. Pieter Dykman, Research Coordinator
Environmental Section
412 Transportation Building
Salem, Oregon 97310

Re: Willamette River Overflow Bridges
Section
Albany - Junction City Hwy.
Lane County

Dear Sirs:

This letter is in response to the cultural resource survey carried out to assess impact of the above mentioned project on historic and archeologic sites.

After a careful review of the cultural resource survey carried out within the project area, our office can offer the following comments. We feel that no cultural resources of National Register potential have been identified which are likely to be impacted by this project. We therefore feel that Public Law 89-665 and Executive Order 11593 have been complied with and the project may go forward as planned.

Thank you for your cooperation and concern.

Sincerely,

Paul B. Hartwig
Historic Preservation Coordinator

EL:ko

(12) .8627

9

DEPARTMENT OF TRANSPORTATION

ROBERT W. STRAUB
GOVERNOR

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

February 3, 1977

TO Executive Department
Federal Aid Coordination Unit

Lane Council of Governments
135 - 6th Avenue East
Eugene, OR 97401

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No.
Section: Willamette River Overflow Structures
Highway: Albany-Junction City
County: Lane

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be federal aid funds.

BLG: ljt

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart

Region Engineer: A. Shirley, Jr.
District Engineer: Wm. Anhorn
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
FEB 8 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | Page One

02 | 12] APPLICANT: Department of Transportation | 46] DIVISION: State Highway Division

03 | 12] APPLICANT ADDRESS STREET: DOT Building | 46] CITY: Salem | 76] ZIP: 97310

04 | 12] CONTACT PERSON: L. W. Rulien | 46] AREA CODE: 503 | 49] PHONE: 378 | 56] EXTENSION: 6563

01 | 12] PROJECT TITLE: Willamette River Overflow Structures

11 | 12] PROJECT LOCATION—CITY: Albany-Junction City Hwy. OR-58 | PROJECT LOCATION—COUNTY: Lane | PROJECT LOCATION: SEC: T: 15S R: 4W

05 | SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 | 12] The proposed project is to replace two overflow structures constructed in 1922 with reinforced and/or prestressed concrete structures. Replacement

07 | 12] will be on existing alignment. A small and insignificant amount of right-of-way

08 | 12] will be required.

09 | 12]

10 | 12]

12 | AMOUNT REQUESTED—FEDERAL FUNDS: (A) Grant: 485,000 | (B) Other: --- | NON-FEDERAL MATCHING FUNDS: (C) State: 80,000 | (D) Local: --- | OTHER: (E) FUNDS: --- | TOTAL: (F) FUNDS: 565,000

13 | 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E)

14 | 12] FEDERAL PROGRAM TITLE: Title 23 USC Highways

15 | 12] FEDERAL AGENCY NAME: U.S. Dept. of Transportation | 46] FEDERAL SUB-AGENCY NAME: FHWA

17 | (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE XX 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT XX 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes XX 29 | No ☐ 30 | Date: 2/3/77

(D) REVIEW REQUIRED by A-95 Yes XX 31 | No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 | No XX 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 | No XX 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH: March | 42] 43] DAY: 1 | 44] 45] YEAR: 1977 | 46]

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☒ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 2/3/77

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

(c) FUNDING METHOD

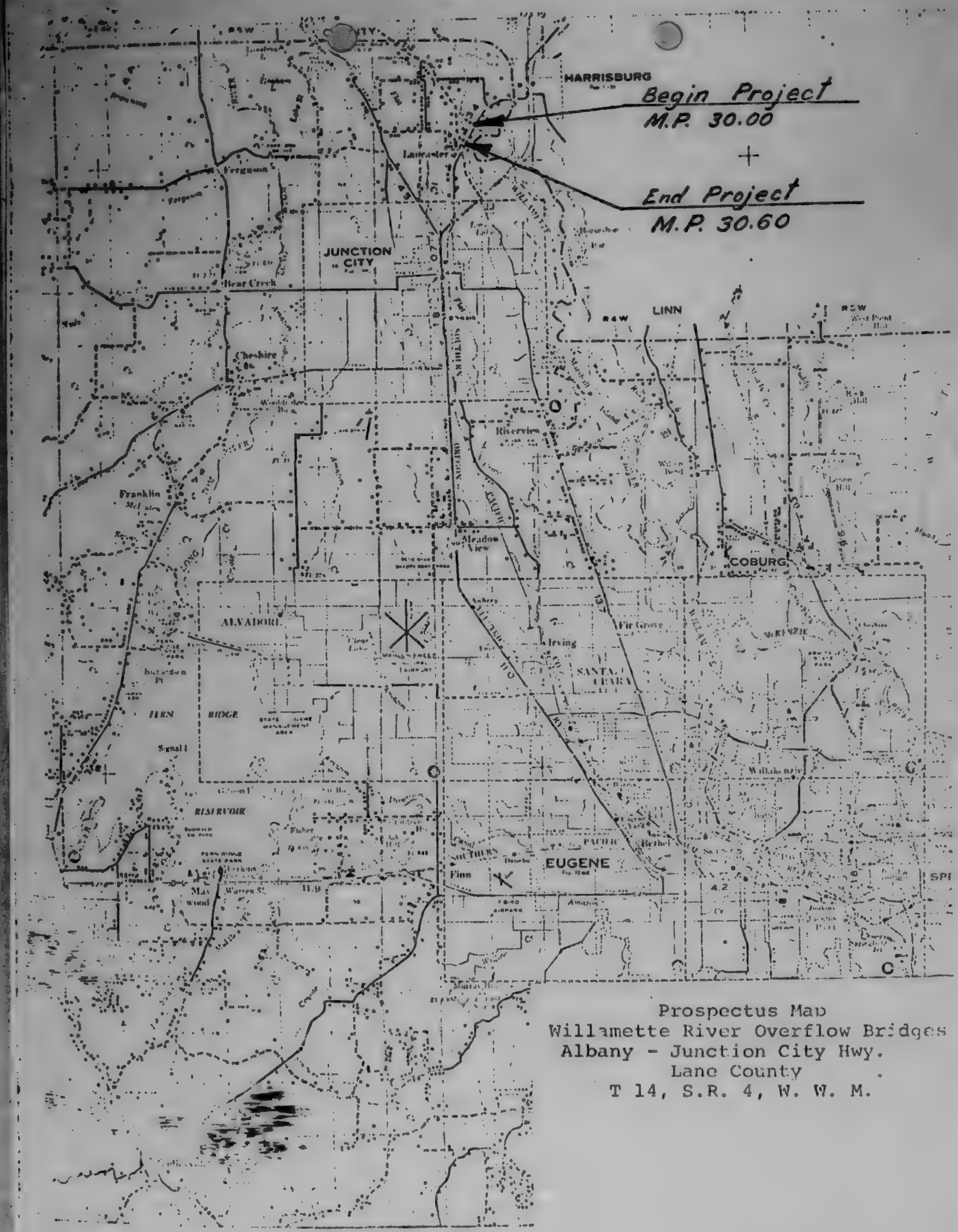
	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $_____	%____ $_____	%____ $_____
Second Year	%____ $_____	%____ $_____	%____ $_____
Third Year	%____ $_____	%____ $_____	%____ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(e) This is a Category 3 project of non-major environmental impact under Oregon's Action Plan.



Prospectus Map
Willamette River Overflow Bridges
Albany - Junction City Hwy.
Lane County
T 14, S.R. 4, W. W. M.

8627

58

Salem, Oregon
January 13, 1977

J. E. Vanstone
Road Design Engineer

J. E. Boyd
Right of Way Engineer
WILLIAMS

49482 - Burgess
49483 - Hall
49484 - Craig
Willamette Rv. Overflow Bridges
Section
[redacted]
Lane County

Attached are 3 Files (6 Parcels) and an authorization covering R/W and detour easements for the subject project, which is scheduled for April 28, 1977.

Prints of R/W map 2B-10-7 will be delivered to your office today.

BY:

Floyd O. Scott
Right of Way Description Engineer

FOS:mg

Attach.

8627 10-14-76 8

LETTER OF APPROVAL AND/OR AUTHORIZATION

F-3(2)

STATE PROJECT NO.: See Below

FROM: G. L. Green, Division Administrator, Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70108

COUNTY NAME: Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 25 '76
REFER TO
Rulien
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	10-14-76	Primary 3	Primary 58

GENERAL LOCATION:

"Willamette River Overflow Bridges"
SR99E 1.0 & 1.4 miles south of SCL Harrisburg.

GENERAL DESCRIPTION OF WORK:

Preliminary engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC $22,500 - FF $19,300
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Authorization requested in Mr. Rulien's 10-6-76 memorandum.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-14-76	G. K. Hansen	Division Administrator

FORM PR-1240 (Rev. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975 651-008

3527

PRO-6-2

October 6, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM L. W. Rulien

SUBJECT Project Data Submission
Item No. 70108
Project No. F-3 (2)
Willamette River Overflow Bridges
Lane County

Enclosed is data for the subject project.

We request authorization to proceed with all phases of the preliminary engineering necessary to obtain PS & E approval at an estimated total cost of $22,500 with an obligation of $19,300 in federal funds.

C. L. eb

Enc.
cc: A. Shirley (Region 3)
D. E. [redacted]

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM FR-1 (REV. 4-61)

10-6-76

FEDERAL-AID PROGRAM DATA

CARD 2 — REPORT NUMBER (19)-(20) 21 — PROJECT LOCATION (45 typewriter spaces): SR 99E 1.0 & 1.4 mi S of SCL Harrisburg 68 — ADT — PRESENT: 4,500 — FUTURE: 7,200 — YEAR: 96 (68) (70) (71) (72) — REGION: 10 — STATE NAME: Oregon

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): P.E. Two Bridges 28 62 — NATL. FOREST (63) (65) — FH ROUTE NO. (66) 69 — SUPV. AGCY (69) — DA CLASIF. (70) — DA AREA (71) — ENERG. YR. (72) (73) — PL. AUTH YR (74) (75) — PROJECT NUMBER: PREFIX LETTER (8) F- 14 28 — NUMBER 3 (2) * 7

CARD 4 — CLASS OF FEDERAL FUNDS: consolidated Primary — NAME OF URBAN AREA 17-31 — COUNTY NAME: Lane — ROUTE NO. P — FEDERAL-AID 3 (32) — STATE 58 (36) (37) — U.S. —

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		"Willamette River Overflow Bridges"	0.065	22,500	19,300	3,200	
5					ROW							
5					CONST (CODE) X080			0.065	252,500	216,700	35,800	
							PROJECT TOTALS	0.065	275,000	236,000	39,000	

(16) (23) (24) (25) REMARKS

CARD 1 — CODE 1 — PREPARED BY: C. L.

CARD 1 — CODE 14 — PROGRAM APPROVAL DATES

* Former Project No. 105

FORM FR-1 (REV. 4-61)

10-6-76

FEDERAL-AID PROGRAM DATA

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 99E 1.0 & 1.4 mi S of SCL Harrisburg	ADT	4,500	7,200	96	10	Oregon	41	010	70108

PROPOSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV. AGCY.	DA CLASS'F.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
ridges								F-	3 (2) *			

FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
consolidated Primary	Lane	039	1 OR 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
P	3	58	-

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		"Willamette River Overflow Bridges"	0.065	22,500	19,300	3,200		Row-80' normal; access control-none Parking Restrictions - 1 None
ROW								
CONST (CODE) X080			0.065	252,500	216,700	35,800		
PROJECT TOTALS			0.065	275,000	236,000	39,000		

D BY C. L.

APPROVAL DATES

REMARKS

* Former Project No. 105

-over-

WILLAMETTE RIVER OVERFLOW BRIDGES

PROJECT NO. F-3 (2)

Existing Facility:

Roadway---Two 12 foot A.C. surface travel lanes with 8 foot oiled shoulders

Structures---Bridge #3940 (MP 30.13) 228 foot frame trestle structure, HC25'9", H-20 loading Bridge #3941 (MP 30.45) 114 foot frame trestle structure, HC25'9", H-20 loading

Adjacent Sections: Same as existing roadway

Project Note: Work under this project consists of the following:

1. Preliminary engineering all phases
2. Provide detour, remove existing structures and construct on existing alignment two reinforced concrete bridges approximate lengths of 228 feet and 114 feet with horizontal clearances of 40 feet, construct roadway approaches and install guardrail.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas:
none involved

FHPM-7-7-2 Requirements: Nonmajor action project concurred in by FHWA on September 13, 1976

IM 50-1-70 Requirements: Exempt from State clearinghouse and District 5 clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements

(a) Public Hearings---None required under Oregon Action Plan.
(b) Location/Design---Not a factor in the development of this project.

Note: This project is in Congressional District No. 4

8627

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: Sept. 13, 1976

In reply refer to: 1041B-2

SUBJECT: Willamette River Overflow Structures
Albany-Junction City Hwy.
Lane County
Project Assessment

FROM: G. L. Green, Division Administrator

TO: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's August 17, 1976, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

for G. K. Hoesmen
G. L. Green

RECEIVED
STATE HWY ENGR
SEP 14 '76
REFER TO
Rulien
FOR
Info | Inves | R/D | D/R | Sign

Note OK

8627

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART I. GENERAL INFORMATION

A. Project Identification:

Date August 12, 1976

Section Willamette River Overflow Structures Unit (if appl)

County Lane City

Highway Albany-Junction City State Hwy. No. Oregon 58

Termini: M.P.(if appl) MP 30.0 & MP 30.60 Length 0.60 mile

Region Construction Estimate
Program Amount

B. Purpose of Project: To replace two overflow structures on the Albany - Junction City Highway. Bridge No. 3940 (MP 30.13) and Bridge No. 3941 (MP 30.45).

C. Origin & History of Project: Vicinity maps were completed in the field in 1971. A hydraulic study of the area has been completed by the hydraulic section of the Oregon State Highway Division. Both structures are included in the Six year Highway Improvement Program for construction in fiscal year 1977.

D. General Description of Project: The proposed project is to replace two treated timber structures that were constructed in 1922 with reinforced and/or prestressed concrete structures. It is proposed that the replacement will be on existing alignment and grade.

Alignment: New Existing XX Combined

Typical Section: Existing: No. Lanes 2 ; Med. 0 ; Shldrs. 2 ; Parking 0

Proposed: No. Lanes 2 ; Med. 0 ; Shldrs. 2 ; Parking 0

Traffic: Existing Facility: Existing ADT 4,500 ; Projected ADT 7200 ; Yr. 1996

Existing Level of Service C

Proposed Facility: Projected ADT 7200 ; Yr. 1996

Projected Level of Service D

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels_____

Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any:
A disposal site or a means of disposing of the existing structures will have to be determined.

Type of Structure(s):

Type of structure(s) multiple span pile bent structures are proposed.

Brief Description of River or Stream and Type of Involvement, if any:
The channels involved are overflow channels lying within the westerly flood plane of the Willamette River near Harrisburg. The channel at MP 30.13 is well defined and has a definite wet land characteristic. The channel at MP 30.45 is less well defined and is cultivated. Channel involvment would be confined to the temporary impacts of removing and replac-

Local City, County or COG priorities of project: ing piling.

FHWA and/or OSHD approvals given, if any:
The project is included in the six-year highway improvement program approved by the Transporation Commission June 29, 1976.

Location or Design Alternatives (identify and describe):
Design alternatives which could modify proposed structure width and length would be considered.

Other Descriptive Information or Comments:

Originally constructed in 1922 of treated timber, supported by wood-pile bents, the structures provide a H 20 load rating and a 25 foot ginch horizontal clearance. The structures have deteriorated to where maintenance repair is no longer feasible.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The terrain is the flat to gentle rolling flood plane of the Western Willamette Valley. Soils are the semiconsolidated gravels, sands and silts of the Willamette Silts Association. Flora is primarily diversified farm crops, except in fence rows and along the Willamette riverbank and major flood channels where Riparian type vegetation persists. This vegetation consists primarily of an overstory of old growth, Big Leaf Maple and Black Cottonwood with an occasional Douglas Fir and Ponderosa Pine intermixed. A middle story of immature Maple, Elderberry, Oregon Ash, and Cascara Buckthorn over shadow an under story of Wild Blackberries, Blueberries, and numerous annual and perennial weeds.

2. Cultural:

The project area is surrounded by a rural agriculture area, the rich Willamette Silts producing a large variety of farm crops. Scattered farm homes, usually with large well landscaped yards, front on the highway and adjoining County Roads. Except for farm yards, home sites, the steeper banks of the river and overflow channels virtually all the land within a large area surrounding the bridge sites is under cultivati

Harrisburg, a rural community of approximately 1500 people, lies along the easterly bank of the Willamette River near the project site, and is primarily oriented towards providing goods and services to the surrounding farm area. Several small to medium sized commercial/industrial plants also contribute to the economic stability of the community.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

No right-of-way would be required in fee title. Temporary easements from two parcels of land may be required for detours during construction.

2. Estimated Impact on Traffic Patterns:
Only temporary disruption of traffic during construction is anticipated.

Consequences--Air Quality, Noise, Safety, etc.:

Projects of this type are not generally considered to have any impact on air quality or noise levels.

3. Estimated Impact on Land Use:

None anticipated.

Consequences:

4. Expected Impact on Natural Ecological Resources:

A small amount of wildlife habitat may be removed. The overflow channels are not considered to have any significant value as a fishery resource.

Consequences:

Not significant.

5. Expected Impact on Cultural and Scenic Resources:

No adverse impacts have been identified.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None identified

7. Potential for Controversial Issues:

None identified

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

b. Noise Standards
This project is determiend to be unrelated to traffic noise increases; hence, no noise study report will be required as per FHPM 7-7-3.

c. Water Quality Standards

d. Area Land Use and Transportation Plans, and Zoning

The proposed structure replacements would be consistant with the above plans and standards.

C. Recommended Type of Action and Documentation:

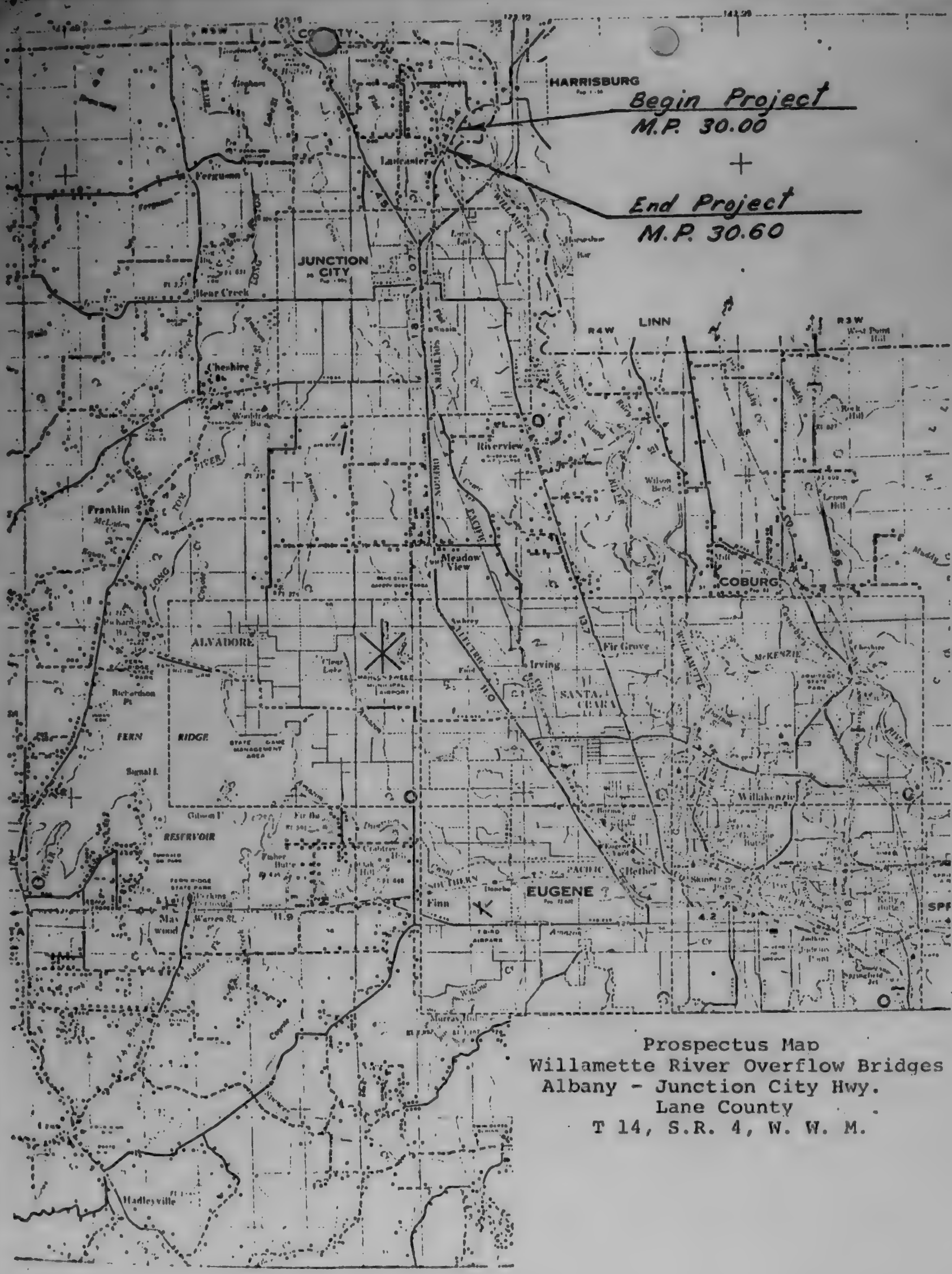
----------MAJOR ACTION---------- --X-NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	X ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4

Form (1)10-75



Prospectus Map
Willamette River Overflow Bridges
Albany - Junction City Hwy.
Lane County
T 14, S.R. 4, W. W. M.

8627

FORM S-008

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE

TO June 9, 1976

C. O. Fredrickson
Regional Engineer

FROM E. S. Hunter
Deputy State Highway Engineer

SUBJECT Willamette River O'Flow Structures
Harrisburg-Junction City Section
Albany-Junction City Highway
Lane County
Bridges No. 3940 and 3941

The Bridge Section has recently reviewed all the bridge inspection reports and assembled a long list of structures that need to be replaced. Overflow structures south of the Harrisburg Bridge (Bridges No. 3940 and 3941) do not appear on the replacement list.

Accordingly, I would predict that it will be at least the '79-'81 biennium before they can be considered for replacement and you should proceed with the minimum repairs necessary to maintain the structures until that time.

ESH:ja

cc H. S. Coulter
R. L. Schroeder (enc.)
D. H. Moehring
Walt Hart

Form 81-734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 8, 1976

RECEIVED
STATE HWY ENGR
JUN 8 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

FILE: Brs.Nos. 3940, 3941

FROM: R. W. Ellison
Bridge Administration Engineer

TO:
Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT:
Willamette R. Overflow Structures
Harrisburg-Junction City Section
Albany-Junction City Hwy.
Lane County
Bridges 3940 and 3941

In reference to C. O. Fredrickson's letter of June 1, 1976, the estimates for the subject structures appear to be low for the precast slab replacement alternate. Replacement with a timber structure is not recommended.

The roadway width of 32'-0" does not seem reasonable on these short structures as the current roadway width, including shoulders, is 40'-0" through most of this section and a recently completed overflow replacement structure in this section has a 48'-0" width plus a separated bikeway of 8'-0". A 48'-0" width is recommended.

Vicinity maps and a firm decision on roadway width are needed for design purposes. Once these are received, six weeks is required to accomplish the design and detailing In addition, eight weeks are required by the specifications unit to prepare the project for letting. This totals three and one-half months from receipt of vicinity maps to bid opening.

It is quite probable that a Corps of Engineers' 404 Permit will be required for these structures. This requires about six months to process from the time preliminary plans are available.

Estimates for precast concrete replacement structures are as follows:

	BR 3940	BR 3941
32' Roadway - No sidewalk	$155,000	$123,000
48' Roadway - No sidewalk	186,000	148,000
48' Roadway with 8' Bikeway	204,000	163,000

Estimate includes cost of new structure, detour, removal of existing bridge, mobilization and 20 percent for engineering and contingencies, but does not include cost of grading. It appears that Mr. Fredrickson's estimate may not include the cost of detours.

JEB:dh

cc C. O. Fredrickson
P. M. Oakley

cy Johnson - Machining
6-4-76

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 1, 1976

FILE:

FROM: C. O. Fredrickson
REGION II ENGINEER

TO: H. S. Coulter
STATE HIGHWAY ENGINEER

SUBJECT: Willamette River Overflow Structures
Harrisburg Junction City Sec.
Albany Junction City Highway
Lane County

Bridge number 3940 and bridge number 3941 are located south of Harrisburg on the Albany Junction City Highway (99E) and are overflow structures located on the west flood plain on the Willamette River. Recent repair work to the deck on these structures has indicated that both of them are in need of extensive repair. Both structures have been proposed as bridge replacement projects, but do not appear as a high enough priority to make them eligible, at the present time, for the bridge replacement program. The condition of these structures leaves us four alternatives as to how we can best proceed to continue to make them safe for carrying highway traffic.

ALTERNATE # 1 = Repair structures as necessary at the present time.

Bridge Number 3940

Inspection of this structure indicates that at this time the structure requires the following work:

Replace 30 Stringers
Replace all Deck Plank
Replace all 2" by 2" Decking
Replace Fellow Guards
Replace Handrail Posts
Replace Handrail

Cost of Materials	=	$11,670
Estimated Cost of Labor	=	12,770
Estimated Equipment Rental	=	4,529
Total Cost of Immediate Repair	=	$28,969

RECEIVED
STATE HWY ENGR
JUN 2 '76
REFER TO
ESL
FOR
Info. | Invest. | R/D | D/R | Sign | Act. | File

Bridge Number 3941

Inspection of this structure indicates that the following repairs are required:

Replace 15 Stringers
Replace all Deck Plank
Replace all 2" by 2" Decking
Replace Fellow Guards
Replace Handrail Posts
Replace Handrail

CY Schroeder 6-9-76

NOTED
J. E. BACKSTRAND

6-2-76 Walt. Deck replacement estimates. Can we have them ready for contract this fall? CL.

Estimated Cost of Materials	=	$ 5,293
Estimated Cost of Labor	=	7,981
Estimated Cost of Equipment Rental	=	2,831
Total Cost of Immediate Repair	=	$16,105

ALTERNATE #2 = Replace structure with a timber structure utilizing existing substructure (PILES etc.) widening structure to 32' between fellow guards.

The Hydraulics Report dated November 22, 1974, indicates that these structures could be shortened. This has been taken into account in the preparation of this estimate. It should also be noted that the substructure is 15 years old and will probably require extensive repair during the next 10 to 15 years.

Bridge Number 3940

Estimated Cost of Materials	=	$22,000
Estimated Cost of Labor	=	16,000
Estimated Cost of Equipment Rental	=	6,000
Total Structure Replacement Cost	=	$44,000
Grading Costs would be an Additional		17,400 for a
Total Estimated Cost of Replacement	=	$61,400

Bridge Number 3941

Estimated Cost of Materials	=	$16,000
Estimated Cost of Labor	=	13,000
Estimated Cost of Equipment Rental	=	4,500
Total Structure Replacement Cost	=	$33,500
Grading Cost	=	9,200
Total Cost	=	$42,700

ALTERNATE #3 = Replace structure in total with prestressed concrete piling, concrete caps, and precast prestressed slab superstructure using a 32' roadway.

Bridge Number 3940

Estimated Cost of Structure	=	$96,000
Estimated Cost of Grading	=	22,500
Estimated Engineering Cost	=	23,700
Total Replacement Cost	=	$142,200

30

Bridge Number 3941

Estimated Cost of Structure	=	$64,000
Estimated Cost of Grading	=	11,200
Estimated Engineering Cost	=	15,040
Total Replacement Cost	=	$90,240

ALTERNATE #4 = Continue to patch and keep this structure in reasonable traffic carrying condition.

A continual effort in patching the deck and replacing those portions of the superstructure, which require immediate repair, has been in effect for several years. A considerable amount of relief in this area was realized when the approaches to the Harrisburg Bridge were reconstructed. However, these overflow structures are in about the same condition that the approaches to the Harrisburg Bridge were in prior to their reconstruction, and will continue to be a drain on the expenditures and manpower utilization in District 4 so long as they remain in their present condition. This alternate should only be pursued if none of the other three alternates appear to be reasonable.

It should be pointed out that some of the material necessary for repair or replacement of these structures is available in the District 4 stockpile. This would indicate that the expenditures shown for repair or replacement are somewhat high, if it is considered that the material we own would be utilized in this construction effort. However, we have enough timber structures throughout the State and in Region 2 so that should this material not be utilized in the repair of these two bridges there is a corresponding value in this material which could be utilized for the repair of other structures both here and in other areas of the State. The immediate repairs listed in Alternate number 1 should be made, and it is our recommendation that the cost of these immediate repairs be considered as a source of matching funds for a contract utilizing federal aid funds to replace these two structures with concrete bridges. This replacement should eliminate the necessity for extensive maintenance work in this particular area of that particular district for some time to come. It appears that this would be a better expenditure of public money than to continue to maintain as we are doing at the present time, and also a more reasonable investment than a repair of the superstructure as suggested in Alternate number 1.

Please advise this office of your feelings on this matter, and if this type of an approach is a possibility.

COF/elf
cc: Ed Payton
Howard Johnson
Dave Moehring

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

November 22, 1974
Salem, OR 97310

SUBJECT: Willamette River Overflow Str.
Harrisburg-Junction City Sec.
Albany-Junction City Highway
Lane County

TO: Files

Both Bridge #3940 and #3941 are located in T15S, R4W, on the Albany-Junction City Highway southwest of Harrisburg on the west floodplain of the Willamette River. New structures have been proposed to upgrade the highway. This hydraulics study was initiated at the request of Howard C. Johnson, District Engineer.

During major floods this section of road is inundated by overflow from the Willamette River. During the 1953 flood the U.S. Geological Survey took current measurements along the highway from which they estimated peak flows through the subject overflow bridges and across the roadway on both sides of the bridges. Following is a summary of that data.

Location	Peak Flow
Overflow Right side	1570
Bridge 3940	5390
Middle Overflow	803
Bridge 3941	2930
Overflow Left side	196

1505' @ 3.6'/sec. = 3.6'/sec
718' @ 4.0'/sec. ≈ 4.0'/sec.

Flood frequency data indicates that the 1953 highwater had a return frequency of about 25 years.

WILLAMETTE RIVER OVERFLOW BRIDGE #3940

Structure #3940 is located at Mile Post 30.13. Howard Johnson indicated that the deck of this bridge is in very poor condition and repairs will entail replacing the entire deck.

He suggested using a shorter structure in lieu of replacing this bridge in kind. A shortened structure would create more backwater which would divert more water to the road overflow sections. It was estimated that reducing the structure length to 100 feet would result in 0.2-foot increase in the water surface upstream. Discharge through the new bridge would be reduced by 1380 cfs to 4010 cfs during a 25-year design flood. This additional backwater would not result in any upstream damage. It is recommended that the existing 220-foot wooden structure be replaced by a 100-foot structure with 1-1/2:1 side slopes.

cy ltr only
Salvage
6-9-16

Piest piles 25-30' long

DRIFT DAMAGE FLOOD 1964 $8500 TO REPAIR FRAME BENTS

WILLAMETTE RIVER OVERFLOW BRIDGE #3941

Bridge #3941 is located at Mile Post 30.45 on the Harrisburg-Junction City Section of the Albany-Junction City Highway. This bridge is the smaller of the two structures. Howard Johnson indicated that this structure is not in as poor a condition as Bridge #3940; however, similar repairs are needed.

Studies were conducted to determine if this structure could be replaced by a culvert or battery of culverts. It was determined that even three of the largest possible culverts would not be adequate to convey the design 25-year discharge.

Studies were then conducted to determine an adequate bridge size. It was estimated that a 60-foot structure opening would produce an additional backwater of 0.29 feet and reduce flow through the opening by 830 cfs to 2100 cfs. A 60-foot bridge with 1-1/2:1 side slopes is recommended to replace the existing 117-foot wooden structure.

Richard L. Lenz
Hydraulics Engineer

by Allen G. Mickey

Allen G. Mickey
Hydraulic Technician

AGM:jrk

cc: Victor D. Wolfe
Dave Moehring
C. O. Fredrickson
Howard C. Johnson ✓

FORM 735

OREGON STATE
HIGHWAY DEPARTMENT

TABULATION SHEET
SHEET ..... OF ..... SHEETS

WILLAMETTE RIVER OVERFLOW
BR. 3941
TEMPORARY BENTS (1976)

C.C. PAYNE
5-26-76

DEPTH 114"

		NO.	UNIT	SIZE	AMOUNT	PRICE M.B.F	TOTAL	
STRINGERS		15	PCS	6" X 20" X 20'	3000 B.F	400.00		1,200.00
DECK PLANK		228	PCS	4" X 12" X 6'	5472 B.F	350.00		1,315.00
DECKING				2" X 2" X PL	2736 B.F	400.00		1,094.00
F.G.		12	PCS	8" X 18" X 20'	2880 BF	400.00		1,152.00
H.R.	POSTS	22	PCS	8" X 8" X 10'	1173 BF	300.00		352.00
H.R.		12	PCS.	3" X 10" X 20'	600 BF	300.00		180.00
				MATERIALS				5293.00
		15	7 MAN CREW DAYS @ $532.08 / DAY					
				LABOR				7981.00
		15	DAYS EQUIPMENT RENTAL @ $188.70 / DAY					
				EQUIPMENT				2831.00
					TOTAL			16,105.00

BRIDGE 3941

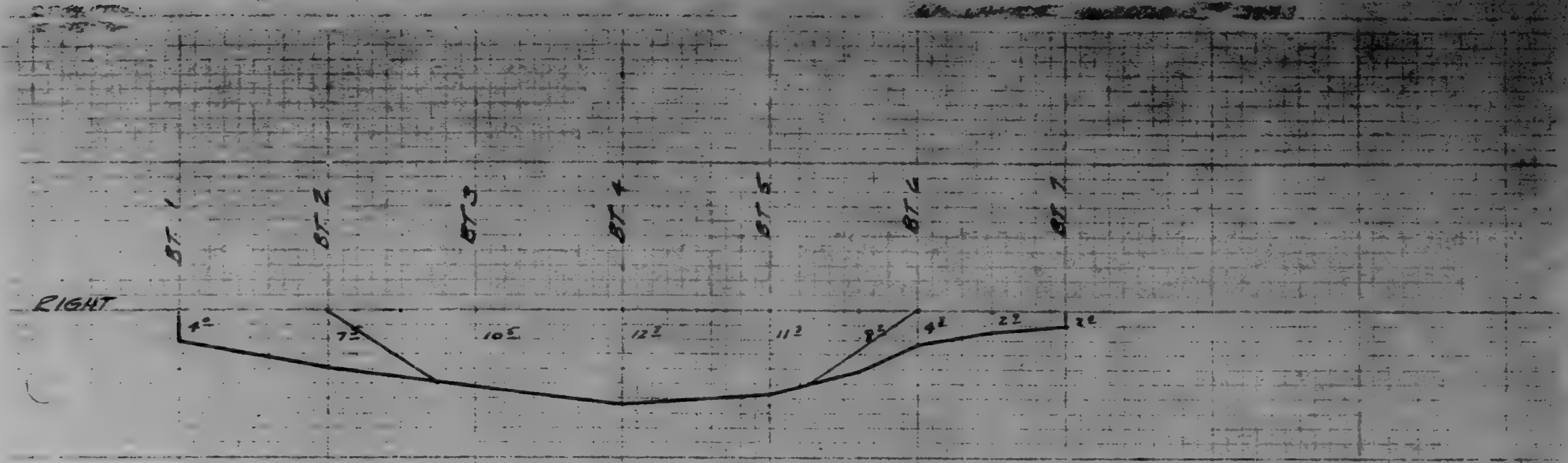
STATE FORCES

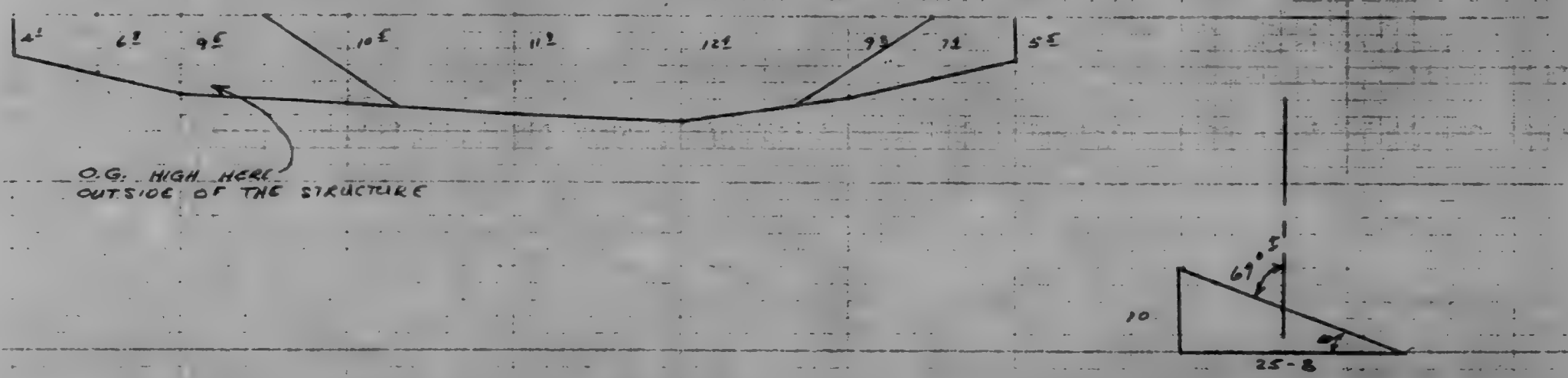
BRIDGE			
	MATERIALS		$ 26,000
	LABOR		13,000
	EQUIP		4500
			$ 33,500
GRADING			
	EMBANKMENT	1000 yd³ @ 6.00	$6000
	BASE ROCK	100 yd³ @ 8.00	800
	A.C.	120 TONS @ $20.00	2400
		Sub -	$9200
		Grand Total	$42,700

WILLAMETTE OVERFLOW
BRIDGE 3941

ESTIMATE

BRIDGE	—	64,000
GRADING	—	11,200
25% ENGR	—	15,040
		90,240





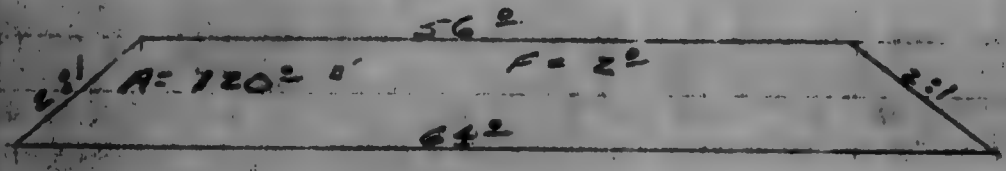
$\tan \theta = \frac{10}{25.67} = 21^\circ 17' \pm$

$90^\circ \pm 21^\circ 17' = 69^\circ$

BR. # 3941

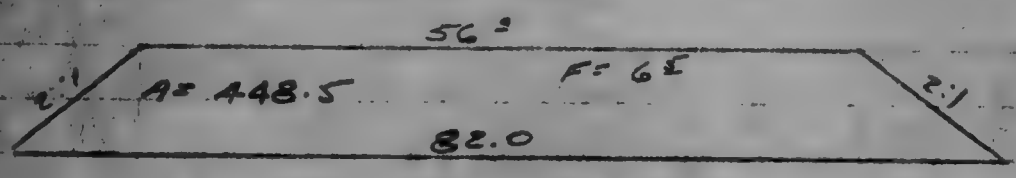
EMBANKMENT QUANTITIES

BT. #1 ABUT

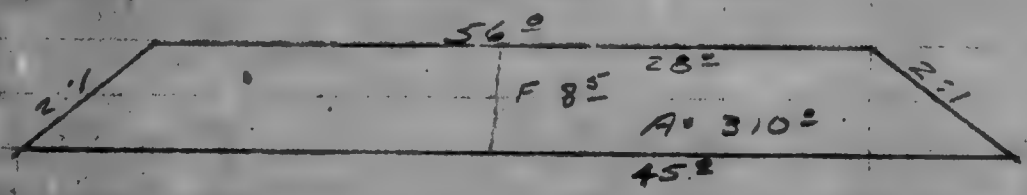


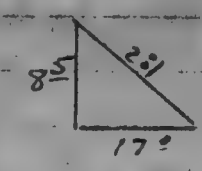
20' 210 ± YD

BT. #2



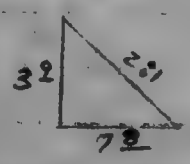
10' 140.5 YD



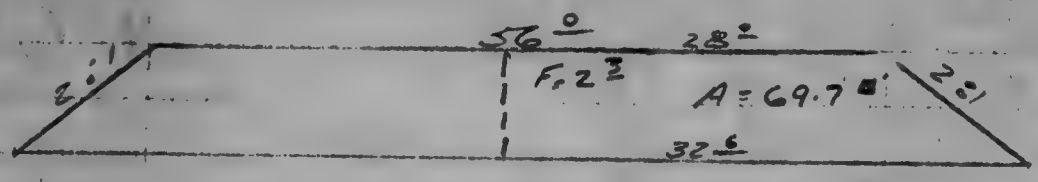


$\frac{1/2\,(8.5)(17)(69)}{27}$ = 185 ± YD

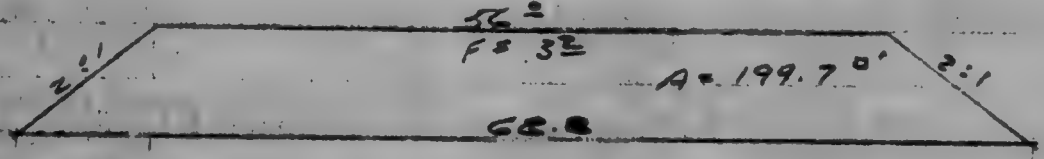
STRUCTURE ?



$\frac{1/2\,(3.9)(7.8)(62.3)}{27}$ = 35 ± YD

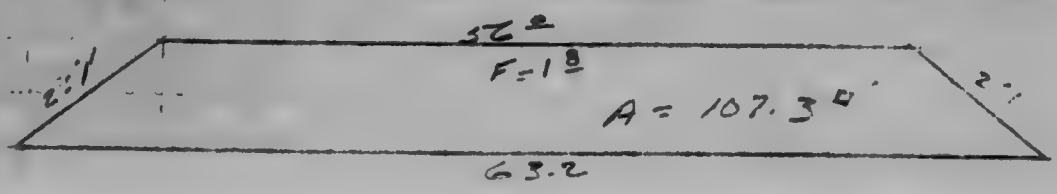


10' 49 ?



10' 56 ? YD

BT. #7



= 1000 YD³

677.9 YD

Form 81-[illegible]

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET ..... OF ..... SHEET

OPERATION

5/17/76 WILLAMETTE RIVER OVERFLOW # 3941

WIDEN TO 32' REPLACE SUPERSTRUCTURE.

80' X 32' = 2560 D'

	NO.	PCS.	SIZE		AMOUNT	PRICE M.B.F	TOTAL	
STRINGERS	64	PCS	6" x 20' x 20'		12,800 BF	400.00	5,120.00	
DECK PLANK	160	PCS	4"X12" X 16'		10,240 BF	350.00	3,584.00	
DECKING			2"X2" X RL		5,500 BF	400.00	2,200.00	
F.G.	4	PCS	8"X18"X20'		960 BF	400.00	384.00	
F.G.	4	PCS	8" X 18' X22'		1056 BF	400.00	422.00	
H.R.	4	PCS	3"X 10" X20'		200 BF	300.00	60.00	
H.R	4	PCS	8" X10" X22'		587 BF	30000	176.00	
H.R. POSTS	20	PCS	8"X 8" X10'		1067 BF	300.00	320.00	
BRIDGING.	USE ESTIMATE NO. 1 (3/3)						1192.00	
SUB-STRUCTURE SUPPORTS	10	PCS	10"X12" X 10'		1000 BF	350.00	350.00	
				MATERIALS			$ 13,808.00	
24	7 MAN CREW			DAYS @ $532.08/DAY				
				LABOR			$ 12,770.00	
24	DAYS EQUIPMENT RENTAL @ $188.70/DAY							
				EQUIPMENT			$ 4,529.00	
					TOTAL		$ 31,107.00	

SUB-STRUCTURE IS 15 YEARS OLD.

NEW STRUCTURE - 2560' X $25.00/LF = $64,000.00

WILLAMETTE OVERFLOW
BRIDGE NO. 3941

BASE ROCK

$\frac{(34)(2)(44)}{27} =$ 110.8 YD^3

A.C.

$\frac{(32)(114)(.33)}{27} =$ 44.6 YD^3 OR ~~89.2 TON~~ 120 TON

OREGON STATE
HIGHWAY DEPARTMENT

TABULATION SHEET
SHEET ..... OF ..... SHEETS

WILLAMETTE RIVER OVERFLOW
BR. # 3940
IMMEDIATE REPAIRS (1976)

QC PAYTON
5-26-76

EPTH 22.8'

	NO.	UNIT	SIZE	QUANTITY	PRICE M.B.F.	TOTAL
STRINGERS	30	PCS	6" X 20" X 20'	6000 BF	400.00	2400.00
DECK PLANK	456	PCS	4" X 12" X 6'	10 944 B.F	350.00	3830
DECKING	2736 ō		2" X 2" X RL	5472 BF	400.00	2187.00
F.G.	14	PCS	8" X 18" X 20'	3360 BF	400.00	1344.00
F.G.	8	PCS	8" X 18" X 22'	2112 BF	400.00	845.00
H.R. POSTS	45	PCS	8" X 8" X 10'	2400 BF	300.00	720.00
H.R.	14	PCS	3" X 10" X 20'	700 BF	300.00	210.00
H.R.	8	PCS	3" X 10" X 22'	440 B.F	300.00	132.00
			MATERIALS			11,670.00
	24	7 MAN CREW DAYS @ $532.08/DAY			=	
		LABOR				12,770.=
	24	DAYS EQUIPMENTAL RENTAL @ $188.70/DAY				
		EQUIPMENT				4529.00
				TOTAL		28,969.00

EL = 3740

STORE FORCES

MATERIALS	$ 22,000
LABOR	16,000
EQUIP	6,000
	$ 44,000

GRADING

EMBANKMENT	— 1500	@ 6.00	= $ 9,000
BASE	— 500	@ 8.00	= 4,000
A.C.	— 220 TONS	@ 20.00	= 4,400
			$ 17,400

$ 61,400

BR. # 3940

CONTRACT

BRIDGE	=	$96,000
GRADING	=	22,500
ENGR.	=	23,700
		$142,200

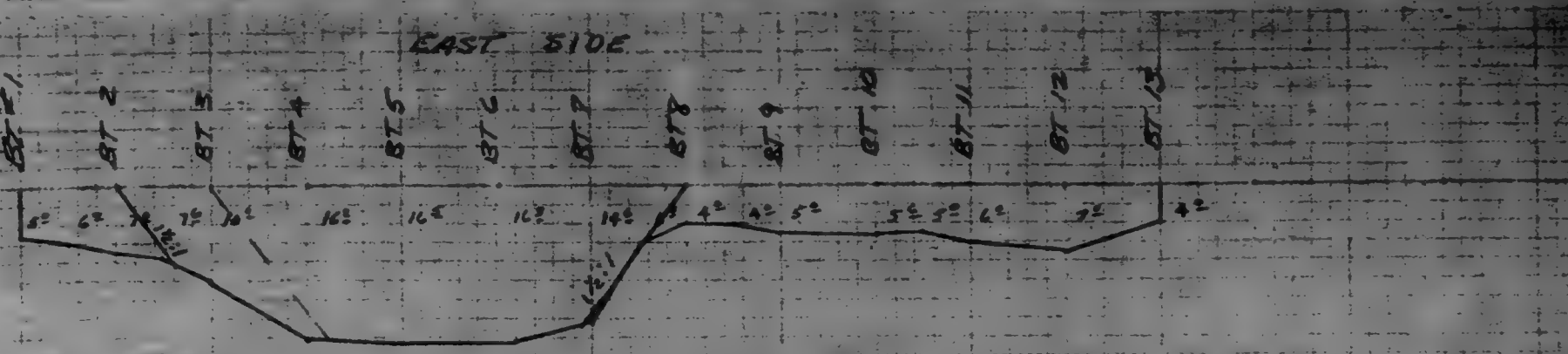
BRIDGE = 3940

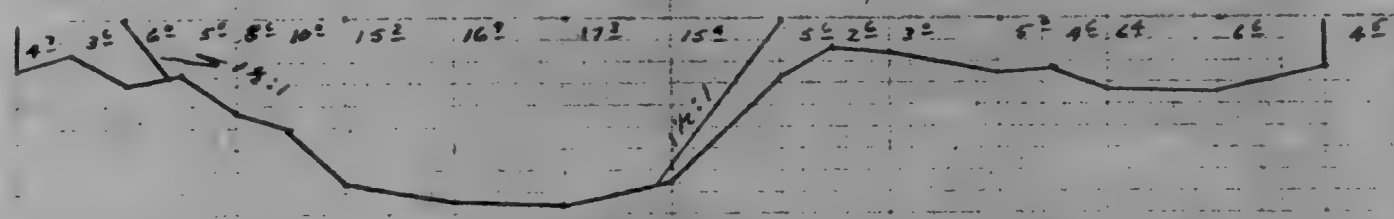
BASE ROCK

$$\frac{(44)(2)(108)}{27} = 352 \text{ YD}^3$$

AC

$$\frac{(32)(228)(.33)}{27} = 89.2 \text{ YD}^3 \text{ OR } 178.4 \text{ TO}$$

EAST SIDE

WEST SIDE



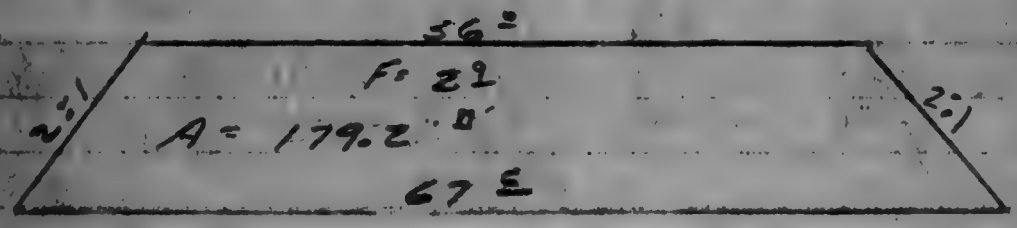
WILLAMETTE OVERFLOW
BE = 3940

HOR. 1" = 40'
VERT. 1" = 2'

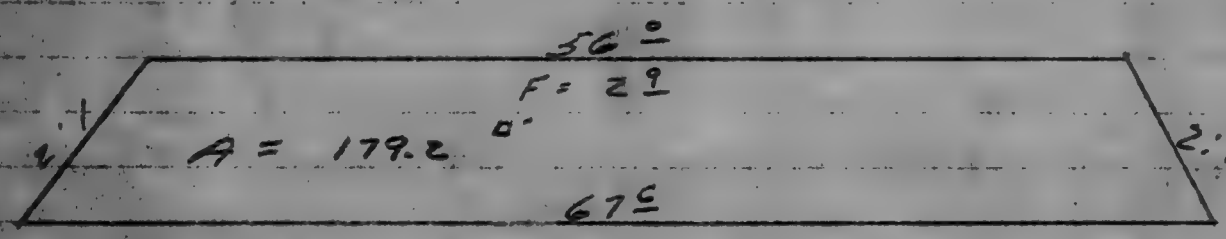
BK = 3940

EARTHWORK QUANTITIES

BT. = 1

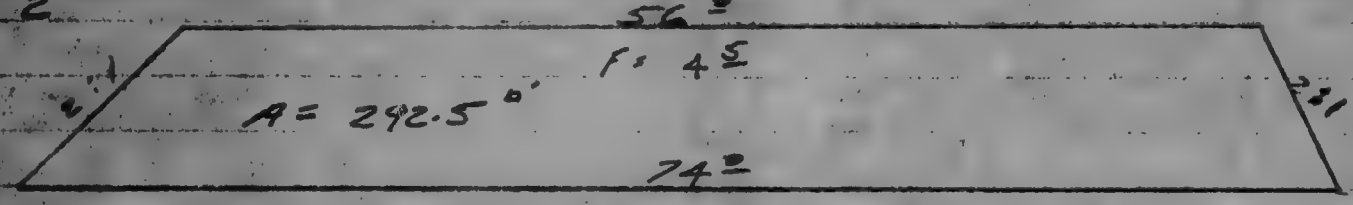


10' 1792 ft³ ÷ 27 = 66.4 yd³

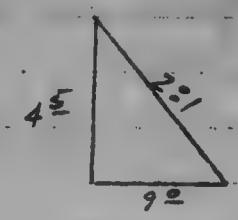


10' 87.4 yd³

BT. 2



WEDGE

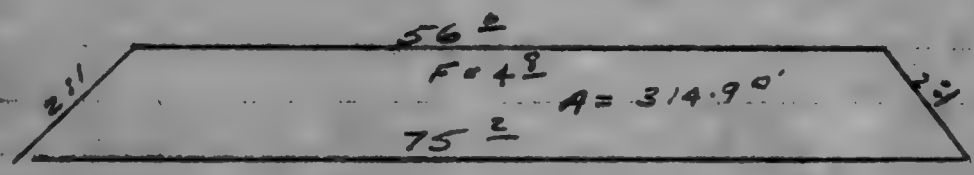


$\frac{\frac{1}{2}(4\frac{1}{2})(9=)(65)}{27}$ = 48.8 yd³

BR. # 3940
EMBANKMENT QUANTITIES

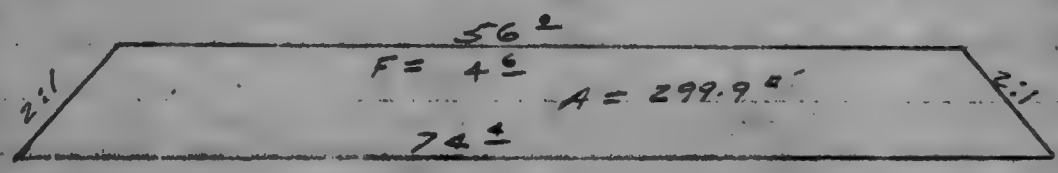
W EDGE 50 YD³

BT. # 8



113.9 YD³

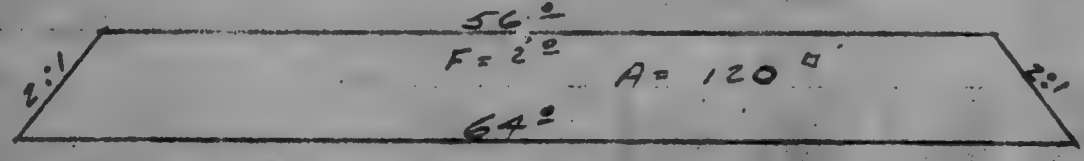
10'



10'

77.8 YD³

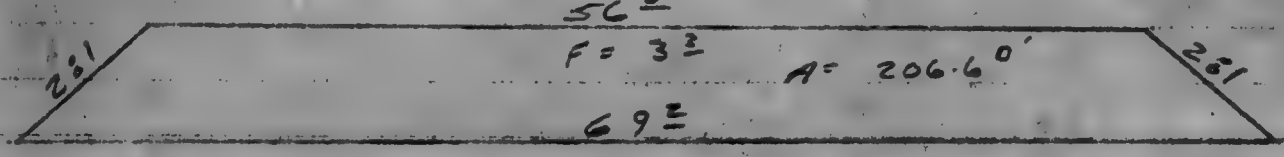
BT. # 9



20'

120.4 YD³

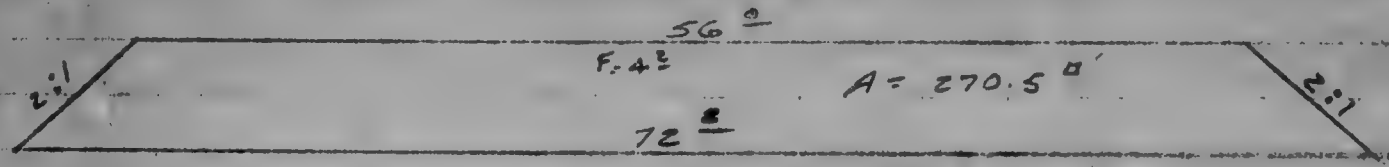
BT. # 10



20'

176.7

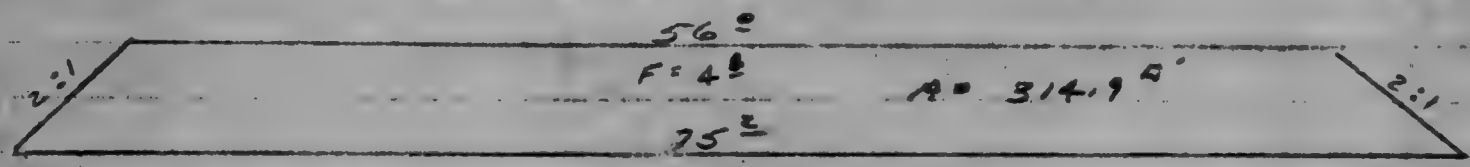
BT. # 11



20'

216.8

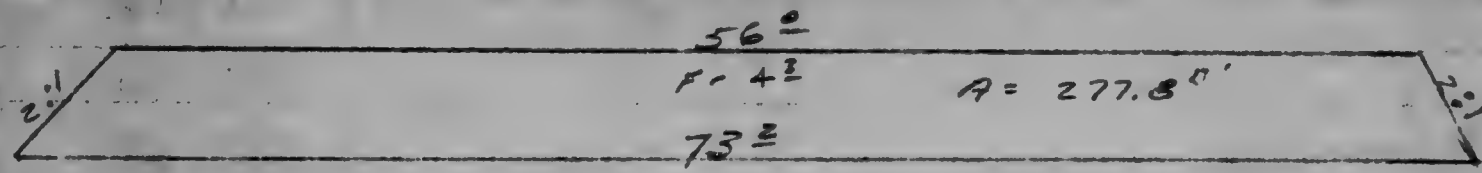
BT. # 12



20'

219.5

BT. # 13



ABUT #1 TOTAL 1177

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET ..... OF ..... SHEETS

SCALED BY

6/17/66 WILLAMETTE BELOW # 3940

WIDEN TO 32' & PLACE SUPERSTRUCTURE

120' X 32' = 3840

	NO.	UNITS	SIZE		AMOUNT	PRICE M.B.F.	TOTAL	
							P. 680.00	
STRINGER	46 96	PCS	6"X20"X20'		19,200 BF	400.00	7,680.00	50 cu
DECK PLANK	240	PCS	4"X12"X16'		15,360 BF	350.00	5,376.00	
DECKING			2"X2"X RL		8,000 BF	400.00	3,200.00	
F.G.	8	PCS	8"X18"X20'		1920 BF	400.00	768.00	
E.G.	4	PCS	8"X18"X22'		1056 BF	400.00	422.00	
H.R. POSTS	24	PCS	8"X8"X10'		1280 BF	300.00	384.00	
H.R.	8	PCS	3"X10"X20'		400 BF	300.00	120.00	
H.R.	4	PCS	3"X10"X22'		220 BF	300.00	66.00	
BRIDGING	USE	ESTIMATE NO. 1					1788.00	
SUB-STRUCTURE SUPPORTS	10	PCS	10"X12"X10'		1000 BF	350.00	350.00	CM
				MATERIALS			$ 20,154.00	
	30	7 MAN CREW DAYS @			$532.08 /DAY			
				LABOR			$ 15,962.40	
	30	DAYS EQUIPMENT RENTAL @ 188.70 /DAY						
				EQUIPMENT			$ 5,661.00	
				TOTAL			$ 41,777.40	

SUB STRUCTURE IS 15 YEARS OLD.

NEW STRUCTURE - 3840' X $25.00/LF = $96,000.00

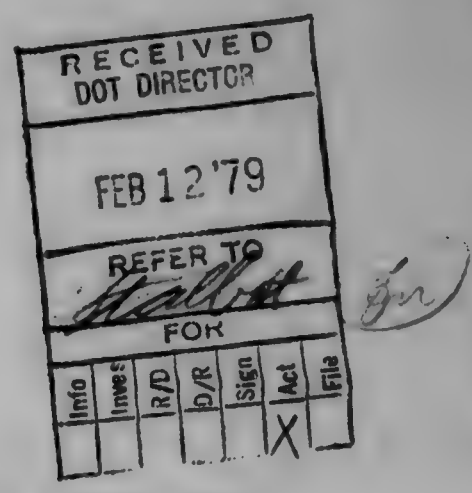
6629 Manhattan Beach St. Wayside 19[illegible]
approx. 17 mi. north of Tillamook
(Grading, paving & facilities)

RR-404 11-21-77
C&Q 6388 12-1-77
C&Q 6505 2-17-78

8629

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109

February 5, 1979 (206) 442-7000



Mr. Fred Klaboe
Chief of Operations
Oregon Department of Transportation
525 Trade Street S. E.
Salem, Oregon 97310

Re: EDA Project Number 07-51-27014
Manhatten Beach Access

Dear Mr. Klaboe:

Our records show that construction of the project referenced above should be complete. Please be advised that the following material (except for the results of the Warranty Inspection) must be submitted to the EDA Regional Office before this project can be closed out:

1. A Final Project Performance Report (ED-113A), indicating the date that the project was 100% complete.
2. A Final Budget Revision (ED-508), showing actual line item costs.
3. A Final Inspection Report signed by the grantee and the architect/engineer. (See paragraph 31 of the Engineering and Construction Guidelines.)
4. A Final Acceptance Report signed by the project designer, the project coordinator (if applicable), the project inspector, and the grantee.
5. Two prints each of at least two photographs of the completed project. (All photographs must conform to the instructions in paragraph 39 of the Engineering and Construction Guidelines.)
6. The date that the final audit will begin.
7. The ending date of the project warranty.
8. Five copies of the Final Audit Report (increase of one from the audit instructions), one copy of the audit invoice, and two copies of any communication of material weaknesses in the internal accounting control. (This material should be provided in accordance with the Audit Instructions for Local Public Works Grants.)

9. The results of the Warranty Inspection. (See paragraph 37 of the Engineering and Construction Guidelines.)

If you have any questions concerning this matter, please call Mr. Harvey Campbell in Seattle at (206) 442-7000.

Sincerely,

David L. Witaki

FOR Donald L. Gould
LPW Division

OUTLAY REPORT AND/OR REQUEST FOR REIMBURSEMENT FOR CONSTRUCTION PROGRAMS-LPW

ECONOMIC DEVELOPMENT ADMINISTRATION

2. Federal Grant Number or Other Identifying Number
PRJ [| | | - | | | - | | | | | |]

3. Type of Request
☐ Final ☐ Quarterly
☐ Partial

4. Basis of Request
☐ Cash
☐ Accrued Expenditure

5. Partial Payment Request Number

6. Employer Identification Number

7. Grantee Borrower Acct. No. or Identifying No.

8. Period Covered (Month, Day, Year)
FROM | | | TO | | |

9. Name of Grantee/Borrower
Street number and name
City State Zip Code

10. Name of Payee (If different than Item 9)
Street number and name
City State Zip Code

11. STATUS OF FUNDS

CLASSIFICATION	PROGRAMS-FUNCTIONS-ACTIVITIES (1) Minority Business Enterprise Project Cost (Final Report ONLY)		(2) Total Project Cost (Cumulative To Date)		(3)	(4) TOTAL
a. Administrative expense	MAD	$	ADS	$	$	$
b. Preliminary expense						
c. Land, structures, rights-of-way						
d. Architectural engineering basic fees	MA$		AE$			
e. Other architectural engineering fees	MAE		LAE			
f. Project inspection fees	MSP		SP$			
g. Land development						
h. Relocation expense (other)	MPR		LPR			
i. Relocation payments to individuals and businesses			LPB			
j. Demolition and removal	MDL		LDL			
k. Construction and project improvement cost	MCI		LCI			
l. Equipment	MPE		LPE			
m. Miscellaneous cost	MPC		LPC			
n. Total cumulative to date (Sum of Lines a-m)	MT$		CU$			
o. Deductions for program income	MD$		DE$			
p. Net cumulative to date(Line n minus Line o)	MN$	$	NT$	$		
q. Federal share to date (EDA share)	ME$		FS$			
r. Rehabilitation grants (100% reimbursement)						
s. Total Federal share (Final Report Only)			FT$	$		
t. Federal payments previously requested						
u. Amount requested for reimbursement					$	$
v. Percent of project completed						

12. CERTIFICATION - I certify that, to the best of my knowledge and belief, the reported costs of disbursements are in accordance with the terms of the project and that the reimbursement represents the Federal share due which has not been previously requested and that an inspection has been performed and all work is in accordance with the terms of the grant.

a. GRANTEE.		b. STATE, LOCAL, OR FEDERAL GOVERNMENT REPRESENTATIVE	
Name		Name	
Title	Telephone No.	Title	Telephone No.
Signature of Authorized Official	Date	Signature of Authorized Official	Date

8629 5310

8

bc ✓ Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 11, 1978

RECEIVED
DEC 12 1978
NORMA PAULUS
SECRETARY OF STATE

Mr. Roderick L. Fuiten
Attorney at Law
2004 Main St., Suite 3
Forest Grove, OR 97116

FILED
DEC 12 1978
NORMA PAULUS
SECRETARY OF STATE

Dear Mr. Fuiten:

This will acknowledge your letter of December 1 with attached Notice of Claim on behalf of Fuiten's Plumbing and Heating Company indicating that C. G. Gredvig, Inc., owes them for labor and materials in the amount of $8,200.

From the description given in the notice, this appears to be in reference to the following contracts:

Contract No. 8629, C. G. Gredvig, prime contractor, Manhattan Beach State Wayside Section in Tillamook County.

Contract No. 8630, C. G. Gredvig, prime contractor, Oceanside Beach State Wayside Section in Tillamook County.

The Fidelity & Deposit Co. of Maryland furnished the bonds on these two contracts, which is given to insure completion of the contracts and payment of all bills incurred in them. We will advise the surety and the prime contractor of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been satisfied.

NOTED ON BOND
12-14-78 tcv

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

NOTED
C. W. HEAD

CWH:dda

cc Fidelity & Deposit Co. of Maryland
500 N.E. Multnomah, Suite 1000
Portland, OR 97232

C. G. Gredvig
4935 N.W. Kahneeta Ct.
Portland, OR 97229

Fidelity & Deposit Co. of Maryland
P. O. Box 1227
Baltimore, MD 20203

RODERICK L. FUITEN
ATTORNEY AT LAW
2004 MAIN ST., SUITE 3
FOREST GROVE, OREGON 97116
(503) 357-0770

December 1, 1978

Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Attention: C.W. Head

Dear Sir:

Attached you will find a Notice and Claim for Payment against the bond filed with the Manhattan and Oceanside Wayside Projects by C.G.Gredvig, Inc., as was discussed in our telephone conversation on November 28. I will be representing Fuiten's Plumbing and Heating in this matter and communications regarding this claim can be directed to this office.

Yours truly,

Roderick L. Fuiten

Roderick L. Fuiten

RECEIVED
DEC 4 - 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

December 1, 1978

NOTICE AND CLAIM FOR PAYMENT

TO: OREGON STATE HIGHWAY DIVISION

Notice is hereby given that the undersigned, Fuiten's Plumbing and Heating Company, has a claim for labor and materials furnished by Fuiten's Plumbing and Heating Company in the course of construction of Manhattan Beach Wayside (Contract Number 8629), and Oceanside State Wayside(Contract Number 8630), in the sum of eight thousand two hundred dollars, against the bond taken from C.G. Gredvig, Inc. and the Fidelity and Deposit Company of Maryland for the work of Manhattan Beach Wayside Project (Contract Number 8629) and Oceanside Wayside Project (Contract Number 8630).

FUITEN'S PLUMBING AND HEATING CO.

by Robert L. Fuiten

Robert L. Fuiten

RECEIVED
DEC 4 - 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8629

October 17, 1978

Fidelity & Deposit Co. of Maryland
500 N.E. Multnomah, Suite 1000
Portland, OR 97232

Gentlemen:

Contract No. 8629 awarded to C. G. Gredvig for work in the Manhattan Beach State Wayside in Tillamook County was completed on August 17, 1978, and accepted by the State Highway Engineer on October 16, 1978.

Final payment in the amount of $10,082.42 will be released to the contractor after October 23, 1978. The total contract amount is $201,614.64 and no work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc C. G. Gredvig
4935 N.W. Kahneeta Ct.
Portland, OR 97229

Fidelity & Deposit Co. of Maryland
Baltimore, Maryland

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8629

8

Department of Transportation
PARKS AND RECREATION BRANCH
525 TRADE STREET S.E., SALEM, OREGON 97310

August 28, 1978

U. S. Department of Commerce
Economic Development Administration
17 Westlake Avenue N.
Seattle, WA 98109

Attention Mr. Bill England
Project Management Specialist
Civil Rights Division

copy in each

Re: Award of Grant Amendment #1
Project #07-51-23766

Gentlemen:

Attached are signed copies of the grant amendments for scope of work transfers outlined in Mr. Klaboe's letter of July 6, 1978. The amendments are approved as submitted, except for the project line item Estimated Costs Revision for Project #07-51-23766 - Wolf Creek Tavern. We request that the line item estimated cost revision be changed to reflect the requested revision as submitted in our July 6, 1978 correspondence. Attached is a line item estimated cost sheet which shows the line item breakdown requested.

We appreciate your consideration of this request. If you have any questions, please contact Larry Jacobson, Phone 378-5015, or Dick Holt, Phone 378-5017.

Sincerely,

Larry Jacobson, Assistant
State Parks Superintendent

LJ:aw

Attach. Amendment #1 for Project Numbers:

07-51-27014	07-51-26830	07-51-26880
07-51-27050	07-51-23766	07-51-27019

bc: C. T. Keasey) w/copy of letter and set of attachments.
V. E. Skoog)

D. Unrein
H. Coulter
D. Powers
J. Christian
D. Talbot
F. Klaboe
W. Gaskill

RECEIVED
DOT OPERATIONS
AUG 31 '78
REPLY TO
ATTN
File
L. KLABOE

8629

FORM 01-704-0801

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Manhattan Beach State Wayside		WEEK ENDING: August 19,1078
		SECTION PREFIX: 029-8204
HIGHWAY: ---		COUNTY: Tillamook
NAME OF JOB: Manhattan Beach State Wayside	KIND OF WORK: Grading, Paving & Facilities	
CONTRACTOR: C. G. Gredvig	CONTRACT NUMBER: 8629	FEDERAL AID PROJECT NUMBER: EDA 07-51-27104
DATE OF CONTRACT: November 15,1977	DATE WORK STARTED: December 12,1977	ESTIMATED COMPLETION DATE: August 18,1978
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 229,404.50	SPECIFIED COMPLETION DATE: June 30,1978	PERCENT OF TIME ELAPSED: 127
EXCLUSIVE OF ENGINEERING: $ 211,213.83	ENGINEERING AUTHORIZATION $ 18,190.67	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 211,213.83	ENGINEERING COST TO DATE $ 18,550.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION 102 %	DATE PROJECT WAS COMPLETED: August 17,1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.44	0.44			0.44
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.44	0.44			0.44
TOTAL ESTIMATED QUANTITIES (CONTRACT)	100%	100%			865 Tons
TOTAL QUANTITIES CORRECTED TO DATE					994 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100%	100%			994 Tons
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:
Hand Tools

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 13	Cloudy & Rain			
MONDAY 14	Cloudy			
TUESDAY 15	Cloudy & Shwrs			
WEDNESDAY 16	Cloudy & Shwrs			
THURSDAY 17	Fair & Warm			
FRIDAY 18	Cloudy & Warm			
SATURDAY 19				

RECEIVED
AUG 21 1978
CONSTRUCTION BRANCH

Kessey, Richards, Richmond, Berg, Hopkins, Inlow, Williams, Widmer, Johnsen, Gebauer, Glenn, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 13	No Activity.
MONDAY 14	Cleaning the interier of the toilet building.
TUESDAY 15	Completed cleaning the interier fo the toilet building.
WEDNESDAY 16	Raked rock shoulders and general cleanup of area. Replaced defective float valve in the sewage ejector.
THURSDAY 17	The Final inspection was held today by Mr. Ted Litchfield. The project was accepted except for a few minor items in the toilet building. When they are installed the project will become the responsibility of the Parks Department. FINAL REPORT
FRIDAY 18	
SATURDAY 19	

REMARKS

FINAL REPORT

SIGNED Don Oster for Chet Anderson LOCATION ~~Astoria~~

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

#8629

9

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109

August 1, 1978

(206) 442-7506

Mr. Fred Klaboe
Chief of Operations
Oregon Department of
Transportation
525 Trade Street S.E.
Salem, Oregon 97310

Re: EDA Project Numbers

07-51-27014-8629 07-51-26830-8661 07-51-26880-8630
07-51-27050-8627 07-51-23766-8742 07-51-27019-8626

Dear Mr. Klaboe:

Enclosed please find two signed copies of the Amendment to each of the referenced Grant Offers/Awards. EDA has approved the request for a scope of work transfer as outlined in your letter of July 6, 1978. The project budgets are shown as attachment 1 to each amendment.

Your acceptance of these Amendments shall be indicated by the signature of your principal official. The official's signature shall be certified by an authorized official other than your principal official. Send one copy of each accepted Amendment to Mr. John D. Woodward, Acting Regional Director, Western Regional Office, Lake Union Building, Suite 500, 1700 Westlake Avenue North, Seattle, Washington 98109. The other copy should be retained for your files.

Sincerely,

John D. Woodward

John D. Woodward
Acting Regional Director

NOTED
F. B. KLABOE

RECEIVED
DOT OPERATIONS

7

#8629

9

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

PARKS AND RECREATION BRANCH

525 TRADE STREET S.E., SALEM, OREGON 97310

July 6, 1978

RECEIVED
STATE HWY ENGR
JUL 7 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

U.S. Department of Commerce
Economic Development Administration
1700 Westlake Avenue N.
Seattle, Washington 98109

Re: Scope of Work Transfers
EDA #07-51-27014
Manhattan Beach

Att: Mr. Bill England
Project Management
Specialist
Civil Rights Division

EDA #07-51-23766
Wolf Creek Tavern

Gentlemen:

As discussed with Larry Jacobson on April 5th in your office, attached is a request for Scope of Work Transfers of Oregon Department of Transportation overrun projects into underrun projects. The request is to transfer bid items from Manhattan Beach, EDA #07-51-27014, into Beverly Beach, EDA #07-51-26830; Oceanside Beach, EDA #07-51-26880 and Willamette Overflow Bridge, EDA #07-51-27050; and to transfer Wolf Creek Tavern, EDA #07-51-23766, contracts into Willamette River overflow bridges, EDA #07-51-27050 and EDA #07-51-27019.

At Manhattan Beach, the state contribution shown on the line item Cost Sheet will be allocated to other Park Branch recreation development projects scheduled for construction in the 1978-79 fiscal year. At Wolf Creek, approval of the transfer request would permit reallocation of the state contribution into other park construction projects scheduled for the 1978-79 fiscal year. The state's contribution for the caretaker's house and landscaping at Wolf Creek would continue to be a budget item request to the State Legislature for the 1979-81 budget period.

NOTED
H.S. COULTER

Favorable consideration of this Scope of Work Transfer Request would be appreciated. If you wish additional clarification, please contact Larry Jacobson, telephone number 378-5015.

Sincerely,

Fred Klaboe

Fred Klaboe
Chief of Operations
Oregon Department of Transportation

FK:LJ:sc

Attachment

EDA SCOPE OF WORK TRANSFERS

Parks and Recreation Branch
Oregon Department of Transportation

Overrun Project - Manhattan Beach - EDA #07-51-27014

This project is to develop a beach access site with paved access road and parking, restroom, utilities, and walkways.

The project overrun including permit fees and a 4½% contingency allowance is $37,900.

The low contract bid was 21.73% over the engineering estimate. The engineering estimate was based on anticipated bid award in early fall. The grant award was received later than expected. This resulted in a short contractor mobilization period to meet the 90-day construction beginning deadline and less favorable weather conditions for beginning construction. The engineering estimate was not revised to reflect these conditions. Inflation in the building trades industry; high bids on unit items like asphaltic concrete, toilet buildings, and traffic control; and lack of experience in estimating costs based on EDA requirements were a combination of factors resulting in costs over the grant amount.

The items proposed for transfer are as follows:

Bid Item #1	--	$7,500	
" " #2	--	5,000	
" " #5	--	5,800	
" " #6	--	2,560	
" " #7	--	8,897	
" " #8	--	5,040	
" " #14	--	1,160	
Bid Item #17	--	946	
" " #18	--	909	
Total		$37,812	

This will specifically identify those transfer costs for analysis and final audit.

Underrun Projects

Beverly Beach State Park - EDA #07-51-26830

The project installs a sewage collection trunk line, a sewage pump, and repairs all area disturbed by the construction.

Project underrun	$12,000
Manhattan Beach Transfer Items 6, 7	- $11,500
Balance	$ 500

Oceanside Beach State Wayside - EDA #07-51-26880

This project is to construct restroom, utilities, paved road and parking, and walkways to the beach.

Project underrun	$ 8,000
Manhattan Beach Transfer Items 8, 14	- $ 6,200
Balance	$ 1,800

Willamette River Overflow Bridge M.P. 30.4 - EDA #07-51-27050

The project replaces a deficient bridge on the Albany-Junction City Highway at Mile Post 30.4.

Project underrun	$110,000
Manhattan Beach Transfer Items 1,2,5,17,18	-$ 20,200
Balance	$ 89,800

Justification

Upon receipt of bids, the project was analyzed for areas where possible cost savings could be achieved. There were no items that could be eliminated without resulting in an incomplete project and changing the scope of the project. There was no evidence to suggest that requesting an extension of the 90-day construction deadline and rebidding of the project would have resulted in lower bid submittals.

The Oregon State Legislature approved an increase in the expenditure limitation for the project with the understanding that excess grant funds from other Oregon Department of Transportation projects would be solicited to cover the construction cost overrun. The EDA ruling that agency personnel costs for project construction inspections is non-reimbursable already puts an unanticipated financial burden on the grantee. Absorption of eligible project costs by the State Parks Branch eliminates other state park improvement projects that are badly needed and that also contribute to the economic base the EDA program was designed to stimulate.

Overrun Project - Wolf Creek Tavern - EDA #07-51-23766

This project will restore a historically and architecturally significant 1860's stagecoach inn near Grants Pass. Work includes parking area, utilities, kitchen and dining room, nine sleeping rooms, conference facilities, bar, interpretive display area, kitchen equipment, and furnishings.

The project overrun is $164,400.

The grant request was based on schematic and preliminary architectural plans. Detailed plans and specifications revealed items not anticipated, particularly mechanical requirements. Phase I contract for rehabilitation of the tavern structure was 20% over the estimate. Estimating costs for rehabilitation is more difficult than new construction. Contractors' bids appear to reflect this difficulty as well. Inflation in the building trades industry and remoteness of the project location not accounted for in the architect's estimate contributed to higher bids than anticipated. The architect's final estimate for the kitchen equipment items was higher than initially submitted, due to errors in estimating.

The items and costs proposed for transfer are as follows:

Phase II Contract - Road, Parking, Sewage Disposal		$78,700	
	Contingency 4½%	3,600	
	Total	$82,300	
Kitchen Equipment and Install.		$78,557	
	Contingency 4½%	3,543	
	Total	$82,100	
	Transfer Items Total		$164,400

Special cost accounting prefixes will be assigned to the transfer items. This will specifically identify those transfer costs for analysis and final audit.

Underrun Projects

Willamette River Overflow Bridge M.P. 30.4 - EDA #07-51-27050

The project replaces a deficient bridge on the Albany-Junction City Highway at Mile Post 30.4.

Project Underrun	$110,000
Manhattan Beach Transfer	- 20,200
Balance	$ 89,800
Wolf Creek Inn-Kitchen Equipment & Install	-$ 82,100
Balance Remaining	$ 7,700

Willamette River Overflow Bridge M.P. 30.1 - EDA #07-51-27019

The project replaces a deficient bridge on the Albany-Junction City Highway at Mile Post 30.1.

Project Underrun	$ 85,000
Wolf Creek Inn Phase II Contract	- 82,300
Balance Remaining	$ 3,700

Justification

The Oregon State Legislature approved an increase in the expenditure limitation for the project with the understanding that excess grant funds from other Oregon Department of Transportation projects would be solicited to cover the cost overrun. The EDA ruling that agency personnel costs for project construction inspections are non-reimbursable already puts an unanticipated financial burden on the grantee. Absorption of eligible project costs by the State Parks Branch eliminates other State Park improvement projects that are badly needed and that also contributes to the economic base the EDA program was designed to stimulate.

There are no items in the requested transfer that could be eliminated and still permit the project to open on schedule as an operational facility.

LJ:sc
7/5/78

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

WILLAMETTE RIVER BRIDGE - M.P. 30.1

EDA Project No. 07-51-27019 State Oregon County Lane

Line Items	Previous revision Request	Requested Revision
Administrative Expense	$	$
Architectural/Engineering (Updating and/or completion of Plans and Specifications)		
Other Architectual Engineering Fees		
Project Inspection Fees	20,006	-0-
Relocation Expenses		
Relocation Payments to Individuals and Businesses		
Demolition and Removal (a) Labor (b) non-Labor		
Construction and Project Improvement (a) Labor (b) non-Labor	89,365 161,316	89,365 161,316
Equipment		
Contingencies	79,313	17,019 *
Estimated Costs	$ 350,000	$ 267,700

Remarks: Scope of work transfer from EDA Project No. 07-51-23766, Wolf Creek Inn, Phase two contract

	31,500 Labor
	47,200 Non-Labor
Contingencies	3,600
TOTAL ESTIMATED COSTS	350,000 (Original Grant)

* Request for budget line item revision to reflect contract bid item overruns and final change orders to be submitted as final costs become firm.

USCOMM-DC 18781-P76

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

WILLAMETTE RIVER BRIDGE - M.P. 30.4

EDA Project No. 07-51-27050 State Oregon County Marion

Line Items	Previous Revision Request	Requested Revision
Administrative Expense	$	$
Architectural/Engineering (Updating and/or completion of Plans and Specifications)		
Other Architectual Engineering Fees		
Project Inspection Fees	16,670	-0-
Relocation Expenses		
Relocation Payments to Individuals and Businesses		
Demolition and Removal		
(a) Labor		
(b) non-Labor		
Construction and Project Improvement:		
(a) Labor	70,141	70,141
(b) non-Labor	127,596	127,596
Equipment:		
Contingencies	105,593	19,963 *
Estimated Costs	$ 320,000	$ 217,700

Remarks: Scope of work transfer from EDA Project No. 07-51-23766, Wolf Creek Inn, Furnish and Install Food Service Equipment — 78,557
Contingencies 3,543

Scope of work transfer from EDA Project No. 07-51-27014, Manhattan Beach State Wayside, Bid Items No. 1, 2, 5, 17 & 18 — 6,545 Labor, 13,655 Non-Labor

TOTAL ESTIMATED COSTS $ 320,000 (Original Grant)

* Request for budget line item revision to reflect contract bid item overruns and final change orders to be submitted as final costs become firm.

USCOMM-DC 18791-P76

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

OCEANSIDE BEACH STATE WAYSIDE

EDA Project No. 07-51-26880 State Oregon County Tillamook

Line Items	Previous Eff. 4-20-78	Requested Revision
Administrative Expense	$ 900	$ -0-
Architectural/Engineering (Updating and/or completion of Plans and Specifications)	3,500	-0-
Other Architectural Engineering Fees	4,000	4,000
Project Inspection Fees		
Relocation Expenses		
Relocation Payments to Individuals and Businesses		
Demolition and Removal		
(a) Labor	1,700	1,700
(b) non-Labor	3,955	3,955
Construction and Project Improvement		
(a) Labor	58.092	58,092
(b) non-Labor	59,953	59,953
Equipment		
Contingencies	17,900	16,100 *
Total Estimated Costs	$ 150,000	$ 143,800
Remarks: Scope of work transfer from EDA Project No. 07-51-27014, Manhattan Beach State Wayside, Bid Items No. 8 & 14.		3,038 Labor 3,162 Non-Labor
TOTAL ESTIMATED EDA FUNDS		$ 150,000 (Original Grant)
GRANTEE/BORROWS FUNDS		
In-house engineering and project Inspection		16,000
TOTAL ESTIMATED PROJECT COST		$ 166,000

* Request for budget line item revision to reflect contract bid item overruns and final change orders to be submitted as final costs become firm.

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

BEVERLY BEACH STATE PARK

EDA Project No. 07-51-26830 State Oregon County Lincoln

Line Items	Previous Eff. 1-30-78	Requested Revision
Administrative Expense	$ 1,200	$ -0-
Architectural/Engineering (Updating and/or completion of Plans and Specifications)	10,000	-0-
Other Architectual Engineering Fees	1,500	-0-
Project Inspection Fees		
Relocation Expenses		
Relocation Payments to Individuals and Businesses		
Demolition and Removal (a) Labor (b) non-Labor		
Construction and Project Improvement (a) Labor	59,240	59,240
(b) non-Labor	61,615	61,615
Equipment		
Contingencies	16,445	17,645 *
Total Estimated Costs	$150,000	$ 138,500

Remarks: Scope of work transfer from EDA Project No. 07-51-27014, Manhattan Beach State Wayside, Bid Items No. 6 & 7. 5,600 Labor; 5,900 Non-Labor

TOTAL ESTIMATED EDA FUNDS $ 150,000 (Original Grant)

GRANTEE/BORROWS FUNDS
In-house engineering and project inspection 30,000

TOTAL ESTIMATED PROJECT COST $ 180,000

USCOMM-DC 10741-P76

* Request for budget line item revision to reflect contract bid item overruns and final change orders to be submitted as final costs become firm.

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

MANHATTAN BEACH STATE WAYSIDE

EDA Project No. 07-51-27014 State Oregon County Tillamook

Line Items	Previous Eff. 4-20-78	Requested Revision
Administrative Expense	$ 250	$ -0-
Architectural/Engineering (Updating and/or completion of Plans and Specifications)	-0-	
Other Architectual Engineering Fees	3,582	-0-
Project Inspection Fees		
Relocation Expenses		
Relocation Payments to Individuals and Businesses		
Demolition and Removal (a) Labor	768	768
(b) non-Labor	1,792	1,792
Construction and Project Improvement (a) Labor	99,539	99,539
(b) non-Labor	103,188	103,188
Equipment		
Contingencies	5,681	7,613
Estimated Costs	$ 214,800	$ 212,900

Remarks: Scope of work transfer, Bid Items No. 8 & 14, to EDA Project No. 07-51-26880, Oceanside Beach State Wayside - 3,038 Labor - 3,162 Non-Labor

Scope of work transfer, Bid Items No. 6 & 7, to EDA Project No. 07-51-26830, Beverly Beach State Park - 5,600 Labor - 5,900 Non-Labor

Scope of work transfer, Bid Items No. 1, 2, 5, 17, 18 to EDA Project No. 07-51-27050, Willamette River Bridge M.P. 30.4 - 6,545 Labor - 13,655 Non-Labor

TOTAL ESTIMATED EDA FUNDS	$ 175,000 (Original Grant)
GRANTEE/BORROWS FUNDS In-house engineering and project inspection	22,000
TOTAL ESTIMATED PROJECT COST	197,000

PROJECT: WOLF CREEK I
Phase One -
Phase Two - F
Food Service

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

EDA Project No. 07-51-23766 State Oregon County Josephine

Line Items	GRANT APPROVED	PHASE ONE				SC
		Phase One Bid Award Revision	4-6-78 Revision Request	Requested Revision	Phase One Bid Award Revision	Pha Bid Rev
Administrative Expense	$ 1,000	-0-	-0-	-0-	-0-	-
Architectural/Engineering (Updating and/or completion of Plans and Specifications)	2,646	-0-	-0-	-0-	-0-	-
Other Architectural Engineering Fees	19,057	-0-	-0-	12,700	-0-	-
Project Inspection Fees	26,000	-0-	-0-	-0-	-0-	
Relocation Expenses	-0-					
Relocation Payments to Individuals and Businesses	-0-					
Demolition and Removal (a) Labor	16,318	16,318	16,318	16,318	-0-	
(b) Material	6,994	6,994	6,994	6,994	-0-	
Construction and Project Improvement (a) Labor	204,337	250,850	255,243	262,354	19,950	31
(b) Material	197,872	261,051	265,444	277,669	20,763	47
Equipment	98,557	-0-	-0-	23,935	-0-	-
Contingencies	27,219	24,074	15,288	-0-	-0-	?
Total Estimated Costs	$600,000	$ 559,287	559,287	600,000	40,713	87
				600,000	→	87

Remarks: EDA Direct Grant Project No. 07-51-23766

EDA SCOPE OF WORK TRANSFER TO: Project No. 07-51-27019
Project No. 07-51-27050

GRANTEE BORROWS FUNDS
In-house Engineering & Project Inspection 50,460 +
Caretakers House & Landscaping (1979-1981 Budget)

F CREEK [illegible] RESTORATION:
se [illegible] - Building Restoration - Contract 8633
se [illegible] - Parking and Sewage Facilities - Contract 8742
d Service Equipment - Contract Agreement 90-78

SCOPE OF WORK TRANSFER

	PHASE TWO			FOOD SERVICE EQUIP.		
[illegible] Phase Two Bid Award Revision	Phase Two Bid Award Revision			Cost At Bid Award		
-0-	-0-					
-0-	-0-					
-0-	-0-					
-0-	-0-					
0-	-0-					
-0-	-0-					
7,950	31,500					
9,763	47,200					
-0-	-0-			78,557		
-0-	3,600			3,543		
2,713	82,300			82,100		
	82,300			82,100		

COST SUMMARY

600,000
164,400

764,400 ESTIMATED COSTS
(-4,400) SCOPE OF WORK TRANSFER
TOTAL ESTIMATED EDA
600,000 FUNDS (ORIGINAL GRANT)
111,160 TOTAL GRANTEE FUNDS

7,900 + 2,800 = 61,160
52,000

TOTAL ESTIMATED COST BEFORE SCOPE OF WORK TRANSFER $ [illegible]

TOTAL ESTIMATED PROJECT COST AFTER SCOPE OF WORK TRANSFER $

8629

8

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109

(206) 442-7000

April 24, 1978

Mr. C. T. Keasey
Construction Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RECEIVED
CONSTRUCTION
BRANCH

Re: EDA Project Number 07-51-27014
Manhatten Beach Access

Dear Mr. Keasey:

In reference to your letter of March 28, 1978, requesting a project budget revision, EDA has reviewed and approved the request, effective April 20, 1978.

We have enclosed the new approved budget (Form ED-508). As you have previously been advised, expenditures are not to exceed any budget line item without prior EDA approval.

Sincerely,

David F. Wilson

FOR Donald L. Gould
LPW Division

Attachment: Form ED-508

NOTED
H.S. COULTER

4-28-78

cy to:
Coulter ✓
Skaggs
Mashiro
Jacobsen

RECEIVED
STATE HWY ENGR
MAY - 1 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ECONOMIC DEVELOPMENT ADMINISTRATION

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

EDA Project No. 07-51-27014 State Oregon County Tillamook Co.

Line Items	Previous	Approved Revision
Administrative Expense	$ -0-	$ 250
Architectural/Engineering (Updating and/or completion of Plans and Specifications)	-0-	-0-
Other Architectual Engineering Fees	3,582	3,582
Project Inspection Fees	-0-	-0-
Relocation Expenses		
Relocation Payments to Individuals and Businesses		
Demolition and Removal		
(a) Labor	768	768
(b) non-Labor	1,792	1,792
Construction and Project Improvement		
(a) Labor	97,789	99,539
(b) non-Labor	101,769	103,188
Equipment		
Contingencies	9,100	5,681
Total Estimated Costs	$ 214,800	$ 214,800
Remarks:		
EDA Direct Grant	175,000	175,000
Grantee/Borrower's Funds	39,800	39,800
Total Project Cost	214,800	214,800

Effective Date: April 20, 1978.

USCOMM-DC 10781-P76

8629

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 28, 1978

U. S. Department of Commerce
Economic Development Administration
1700 Westlake Avenue North
Seattle, WA 98109

Attn: Mr. Bill England
Project Management Specialist
Civil RIghts Division

Re: Request for Budget Revision
EDA Project No. 07-51-27014
Contract No. 8629

Gentlemen:

We request a budget line item revision for the subject project, as shown on the attached copy of the approved budget. (Form ED-508.)

A copy of the change order modifying the project work is also attached.

Very truly yours,

ORIG. SIGNED BY
WARREN RICHARDS

C. T. Keasey
Construction Engineer

CTK:mk

Attach.

bc: H. S. Coulter
V. E. Skoog
D. H. Moehring
Gareld Inloes
Larry Jacobsen

U.S. DEPARTMENT OF COMMERCE
ECONOMIC DEVELOPMENT ADMINISTRATION

Attachment No. 1

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

EDA Project No. 07-51-27014 State Oregon County Tillamook Co.

Line Items	Previous	Approved Revision	Requested Revision
Administrative Expense	$ 750	$ -0-	250
Architectural/Engineering (Updating and/or completion of Plans and Specifications)	3,000	-0-	-0-
Other Architectual Engineering Fees	250	3,582	3,582
Project Inspection Fees	13,500	-0-*	-0-*
Relocation Expenses			
Relocation Payments to Individuals and Businesses			
Demolition and Removal			
(a) Labor		768	768
(b) non-Labor		1,792	1,792
Construction and Project Improvement			
(a) Labor	90,200	97,789	99,539
(b) non-Labor	60,100	101,769	103,188
Equipment			
Contingencies	7,200	9,100	5,681
Total Estimated Costs	$ 175,000	$ 214,800	$ 214,800
EDA Direct Grant	175,000	175,000	175,000
Total EDA Funds	175,000	175,000	175,000
Grantee/Borrower's Funds		39,800	39,800
Total Project Cost	175,000	214,800	214,800

*Project Inspection to be provided by In-House (Force Account) personnel by the State of Oregon. Estimated cost is $18,200. This is an ineligible project cost.

Effective Date: December 27, 1977.

Form 31-734-1168

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8529 1

APPLYING TO CONTRACT PROJECTS

Order No. 1

Section Manhattan Beach State Wayside Date November 28, 1977

Highway ------- F.A.P. No. EDA 07-51-2701L

County Tillamook Prefix 29-8201 Account No. 270-01

Description of Work To Be Done: Reimburse the Southern Pacific Transportation Co. for railroad protective costs incurred on the project.

Location by Station Numbers: 181 13+73

Estimate of Quantities and Costs:

Labor.....$1,400.00

Explanation: This is an anticipated item with funds included in the project authorization. The project special provisions state that the state will reimburse the railroad for all costs for protective services and devices incurred during the number of days set forth in the special provisions.(35 calender days)

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$229,404.50
Present estimate of project cost, including $1,400.00 for work under this order	$229,404.50
Expected under-run / over-run (amount)	$0.00
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: C Anderson, Resident Engineer
Chet Anderson,

Approval Recommended: E.H.T. Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved: C. H. Murray Construction Engineer
12-1-77

Form 20-104-1168

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 0629

APPLYING TO CONTRACT PROJECTS

Order No. 2

Section Manhattan Beach State Wayside Date November 22 28, 1977

Highway ------ F.A.P. No. EDA 07-51-27014

County Tillamook Prefix 29-0204 Account No. 270-02

Description of Work To Be Done: Purchase the building permits necessary to construct the project.

Location by Station Numbers: 43' 11+00 Rt.

Estimate of Quantities and Costs:

Building Permits.....250.00

Explanation: This is an anticipated item with funds set up in the project authorization. The special provisions require the State to obtain and pay for only those plans examinations, permits andapprovals that can be obtained by "the State" acting as the owner of the project. This makes this order necessary.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 229,404.50
Present estimate of project cost, including $ 250.00 for work under this order	$ 229,404.50
Expected under-run / over-run (amount)	$ 0.00
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: C. E. Anderson, Resident Engineer

Approval Recommended: [illegible] Regional Engineer

Approval Recommended: [illegible] For Construction Engineer or Bridge Engineer

Approved: [illegible] Construction Engineer

12-1-77

SP*7868-734

Form A-[illegible] (Rev. 8-70)

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8629

APPLYING TO CONTRACT PROJECTS

Order No. 3

Section Manhattan Beach State Wayside Date December 21, 19 77

Highway ..... F.A.P. No. EDA 07-51-27014

County Tillamook Prefix 29-8204 Account No. .....

Description of Work To Be Done:

Extend Tillamook Peoples Utility District distribution lines from power source to Building panel.

Location by Station Numbers:

See Not Reference Number 3, sheet 3 of plans.

Estimate of Quantities and Costs:

Lump Sum $1,019.00

Explanation: This is an anticipated item with funds set up in project authorization. State agreed to pay Tillamook PUD lump sum ($1,019) for the construction cost of distribution lines. See paragraph 3 of attached agreement, dated November 22, 1977 between State and Tillamook PUC.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $.....

Present estimate of project cost, including

$1,019.00 for work under this order $.....

Expected under-run / over-run (amount) . . . . . $.....

Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

Submitted by: Phil Grueter
Utilities Special Studies Engineer

Approval Recommended: .....
Regional Engineer

Approval Recommended: .....
For: Construction Engineer or Bridge Engineer

Approved: .....
Construction Engineer

12-21-77

BP*12450-734

Form 55-734-1169 (Rev. 5-73)

OREGON STATE HIGHWAY DIVISION

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Manhattan Beach State Wayside Date March 17, 19 78

Highway ---------- Contract No. 3629

County Tillamook Prefix 029-8204

Contractor C. G. Gredvig F. A. Project No. EDA 07-51-2701

Address 4935 N.W. Kahneeta St. Portland, Ore. 97229 Price Agreement No. 2

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Permanent Pavement Striping

Locations by station numbers: Sta. 1+50 to Sta. 22+29 (Entire Project)

Names of pay items, estimated quantities and agreed prices:

Permanent Pavement Striping, Lump Sum.....$350.00

Specifications, basis of measurement and other provisions: The striping shall conform to the dimensions of the project striping plan. Measurement and pavement will be on a lump sum basis covering all labor, materials and equipment necessary to do the work.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization		$229,404.50
Present estimate of project cost, including $350.00 for work under this order		$229,404.50
Expected under-run / over-run (amount)		$ 0.00
Expected under-run / over-run (per cent)		0

Spare to right of this line is for use of Salem Office

Submitted by: Chet Anderson — Resident Engineer

Approval Recommended: Robert E. Royer — Division Engineer

Approval Recommended: ____ — Construction Engineer or Bridge Engineer

Signed C. G. Gredvig — Contractor

Approved: O. B. Jackman — ~~Deputy State Highway Engineer~~ ~~Assistant State Highway Engineer~~ Office Engineer

3-28-78

For Constr.

SP*78063-734

Form A-189—SM

OREGON STATE HIGHWAY DEPARTMENT

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL 2/13

Project Name Manhattan Beach State Wayside Date February 10, 19 78

Highway ---------- Contract No. 6629

County Tillamook Prefix 20-06-04

Contractor [illegible] F. A. Project No. [illegible]

Address 4935 [illegible], Tualatin, Oregon 97062 Price Agreement No. 1

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Excavate below subgrade to a depth of approximately one (1) foot; waste excavated material on the project as directed by the engineer; and backfill with suitable material from an existing borrow area on the project.

Locations by station numbers: Sta 11+25 to Sta. 12+35 Lt.

Names of pay items, estimated quantities and agreed prices:

Excavated Below Subgrade, Lump Sum..... 400.00

Specifications, basis of measurement and other provisions: The Standard Specifications for Highway Construction, 1974 Edition, and the Special Provisions for the subject project are to apply to all work under this price agreement. The above lump sum price shall be full compensation for all materials, equipment and labor needed to complete excavation, backfilling, and wasting the excavated material as described above.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

		Space to right of this line is for use of Salem Office
	229/404.50	
Project authorization	$ 136,231.50	
Present estimate of project cost, including $400.00 for work under this order	$ [illegible]	
Expected under-run / over-run (amount)	$ 0.00	
Expected under-run / over-run (per cent)	0	

Submitted by: C. Anderson
Chet Anderson, Resident Engineer

Approval Recommended: [illegible] Division Engineer

Approval Recommended: ..... Construction Engineer or Bridge Engineer

Signed [illegible] Contractor

G. G. Gredvig

Approved: O. B. Jackmond Office Engineer.
2-22-78
For Constr.

State Printing

1629

February 17, 1978

City of Rockaway
City Hall
Rockaway, OR 97136

MISC. CONTRACTS and AGREEMENTS No. 6506.

Attention: Mrs. Rosemary Walker
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement for the development of Manhattan Beach State Wayside in Tillamook County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Reed
COMMISSION SERVICES

fhm

Att.

cc David Talbot (2 conf. agrees. att.)

SUMMARY

An ~~agreement~~ with the City of Rockaway is ~~necessary to~~ for the development of Manhattan Beach State Wayside in Tillamook Co. The agreement provides that the city will furnish sewer and water service to the park property without connection fee or monthly user fee. In exchange, state will keep the ocean outlet of Lake Lytle free from stoppage due to sand and driftwood accumulations westerly from the eight foot elevation identified on the Oregon Coast highway bridge crossing the outlet. The area of the beach crossed by the lake outlet is within the state wayside.

#8629

Department of Transportation
PARKS AND RECREATION BRANCH
525 TRADE STREET S.E., SALEM, OREGON 97310

January 12, 1978

AGENDA
JAN 24 1978

TO: Oregon Transportation Commission

FROM: David G. Talbot
State Parks Superintendent

RE: Parks EDA Projects

In June, 1977, the Commission authorized State Parks to apply to the Economic Development Administration (EDA) for Title I funds for construction work at various project sites. Authority to apply for the funds was also given by the Emergency Board, and EDA subsequently approved seven Parks projects totaling $1,240,000. Bids were obtained, and the estimated costs on three of the projects--Wolf Creek Tavern, Manhattan Beach Wayside, and Cape Meares--are in excess of the amounts approved by the Emergency Board and the EDA as follows:

Project	Approved Project Cost	Estimated Cost
Wolf Creek Tavern	$600,000	$810,000
Manhattan Beach	175,000	229,405
Cape Meares	45,000	50,800

The costs over the approved EDA grant costs total $270,205. Of this amount, $74,291 relates to project inspection costs which were determined by EDA not to be reimbursable under the approved grants. Additionally, non-reimbursable project inspection costs on the remaining four projects total $29,938. Thus, the funds required to cover the excess project costs, including non-reimbursable costs, total $300,143.

State Parks is currently discussing with EDA the possibility of using funds surplus to other DOT EDA-approved projects. If successful, these surplus funds could be used to cover $150,332 of these costs. The remaining $149,810, representing non-reimbursable project costs, would have to be funded from the Parks' construction budget.

The Commission is asked to authorize State Parks to submit a request to the Emergency Board for its March, 1978 meeting to obtain a federal funds budget limitation increase to permit the use of surplus Title I funds if EDA so approves. We would also request the authority to use construction funds from the 1977-79 Legislative-approved State Parks budget to cover the non-reimbursable inspection costs, as well as the excess project costs in the event that EDA does not approve the use of surplus funds.

DGT/JSC:ko

cc: Bob Burco
Fred Klaboe
Cecil Head
Janet McLennan

8629

ROW 18-4

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
E. S. HUNTER

December 23, 1977

Mr. Clare D. Bigelow
Field Engineer
Tillamook Peoples Utility District
P.O. Box 433
Tillamook OR 97141

Lump Sum Payment
Electric Services Agreement
Tillamook Peoples Utility District
Manhattan Beach State Wayside
Tillamook County, Oregon

Dear Clare:

Here is your check for $1,019.00 as provided for in Paragraph 3 of our November 22, 1977 agreement.

Since it is anticipated that the State's contractor will need electric service early in the life of his contract, please contact Mr. Chester A. Anderson, Resident Engineer, P.O. Box 1104, Astoria, Oregon 97103, 705 W. Marine Drive, Astoria, Tel: 325-4732 as soon as practical to coordinate your work with the State and the State's contractor.

Thank you very much for your coordination and assistance in working out this agreement. Should you have any questions concerning the agreement, please contact Al or me. Any questions concerning the construction phase of your work or the State's, please contact Mr. Anderson.

Yours truly,

Phil Preston
Utility Special Studies Engineer

PP:de
Enclosure

bc: E. S. Hunter
Richard Hacek
C. T. Keasey
John Sheldrake
Al Cook
Chet Anderson

RECEIVED
TECHNICAL SERVICES
DEC 27 '77
REFER TO
FOR
Info | Inve | R/D | D/R | Sign | Act | File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8629

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

PARKS AND RECREATION BRANCH

525 TRADE STREET S.E., SALEM, OREGON 97310

December 1, 1977

TO: State Parks and Recreation Advisory Committee

FROM: David G. Talbot
State Parks Superintendent

SUBJECT: Round II, Local Public Works Capital Development Program - Economic Development Administration

Under Round II of the Public Works program through EDA, the State Parks Branch was allocated $1,250,000 for six projects. These projects were at Wolf Creek Tavern, Shore Acres State Park, Beverly Beach State Park, Cape Meares State Park, Oceanside Beach State Wayside, and Manhattan Beach State Wayside.

EDA requirements were that on-the-job construction must begin within 90 days of receipt of the grant offer, and that 10% of the grant amount must go to minority business enterprises for either work performed or materials supplied. Contracts have been awarded for Wolf Creek Tavern, Oceanside, and Manhattan Beach. Bids were opened for Shore Acres and Beverly Beach, but were too high and failed to meet the MBE requirement and were rejected. These projects will be rebid for bid openings on December 14. Advertisements for bids for Cape Meares failed to receive any bids. This project will be rebid pending a waiver of the 90-day construction from EDA.

This matter will be on the agenda for the December 15 meeting of the Committee.

DGT:dlw
cc: Robert Burco
Fred Klaboe
Janet McLennan
George Bell

NOTED
F. D. KLABOE

#8629

9

Form 61-784-5030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ROW 18-4

December 2, 1977

Salem, Oregon 97310

FROM: Phil Preston
Utility Special Studies Engineer

TO: C. W. Head, Manager
Commission Services

SUBJECT: Electric Service Agreements
Tillamook Peoples Utility District
Manhattan Beach State Wayside
& Oceanside State Wayside
Tillamook County, Oregon

B U I L D I N G

MISC. CONTRACTS and AGREEMENTS No. 6388

Here, for your files, in one copy each of two fully executed Electric Service Agreements between the State and Tillamook Peoples Utility District for the above named projects.

Since the provisions of these agreements, among other things, provide that the State will issue the District an appropriate permit, Mr. Hagemann will distribute the originals of the permits and the agreements to the District and copies to other interested parties.

PP:db
attc.
cc: David Talbot
John Hollingsworth
J. F. Hagemann

12-7-77
Both agree.
noted in
agree book
fw

NOTED
C. W. HEAD

#8629

FORM 61-734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

November 21, 1977

Salem, Oregon 97310

FILE: ~~ROW 18-2~~

FROM: J. E. Chidsey
Railroad & Utility Engineer

SUBJECT:

TO: C. W. Head, Manager
Commission Services

B U I L D I N G

RAILROAD COMPANIES
FILE No. 904

Attached is the State's fully executed counterpart of an indenture between the Southern Pacific Transportation Company and the Oregon Department of Transportation, Parks Division, granting the State the right to construct, maintain, and operate a four-inch PVC sewer pipe under the tracks and right of way of the Southern Pacific Transportation Company's Tillamook Branch near Barview in Tillamook County. This agreement was necessary as part of the Manhattan Beach State Wayside project in Tillamook County. Distribution of conformed copies has been made as indicated below.

The Construction Division will be responsible for adhering to the provisions of the indenture covering the construction of the pipeline, especially Sections 11 and 12 of the agreement and approval of the railroad's bills for expenees incurred by them under the agreement. The Parks Division will be responsible for maintaining the pipeline in conformance with the agreement. The Accounting Section will be responsible for auditing any bills presented to the Department of Transportation as part of the agreement. Section heads should thoroughly review the agreement to understand the responsibilities their section must bear under the terms of the agreement.

JEC:db
attc.
cc: J. L. Sollis
J. B. Boyd
Warren Gaskill-w/copy agreement
C. T. Keasey-w/copy agreement
V. E. Skoog-w/copy agreement
D. E. Swan-w/2 copies agreement
John Sheldrake-w/copy agreement
C. A. Anderson-w/copy agreement

12-7-77. noted in agree. book fw

REVIEWED
C. R. HEAD

8629

9

STATE OF OREGON

INTEROFFICE MEMO

TO: E. D. Hunter
Technical Services Engineer

DATE: November 14, 1977

FROM: Warren Gaskill, Deputy
State Parks Superintendent WG

NOTED
E. D. HUNTER

SUBJECT: Recommendations for Contract Awards
Bid Openings - November 10, 1977

#3 - Shore Acres State Park - EDA #07-51-23613 $95,000 (Proj) 1 - 89,413 2 - 107,430

The low bid was 26.28% over the Engineers' cost estimate. There was no Minority Business Enterprise participaction. The second bidder was 51.68% over the Engineers' Cost estimate. MBE participation was $9645, 10.2%. Only two bids were received. I recommend that the contract not be awarded.

I also recommend that we review the contract estimates, solicit MBE participation, seek wider distribution of bid notice, and rebid the project on the December 14 letting. A waiver of the 90-day construction beginning from EDA from 12/16/77 to ~~1/16/78~~ 2/14/78 would be necessary. We are prepared to make that request.

Dec 14th letting

#6 - Beverly Beach State Park - EDA #07-51-26830 (Proj) $150,000 1 - 154,770 2 - 241,380

The low bid was 48.98% over the Engineers' cost estimate. There was no MBE participation. The second bidder was 117.19% over the Engineers' estimate. MBE participation was $15,000, 10.0%. Only two bids were received. I recommend that the contract not be awarded.

I also recommend that we revise the scope of the contract, review the cost estimates, solicit MBE participation, seek wider distribution of bid notice, and rebid the project on the December 14 letting. A waiver of the 90-day construction beginning from EDA from 12/23/77 to ~~1/16/78~~ 3/23/78 would be necessary. We are prepared to make that request.

#7 - Manhattan Beach State Wayside - EDA #07-51-27014 $175,000 1 - 198,218.50 2 - 207,711 (Proj) (or 3rd)

The low bid was 21.73% over the engineering cost estimate. The bids for the A.C. items are high; bid items #10, 865 T Cl. "C" A.C. and #16,540 SY extra for A.C. walks. The bid for the toilet building, bid item #21, also a major contract item, was high. A survey of contractors shortly before the bid opening revealed that minority enterprises were quoting high estimates for subcontracted work. Included were estimates for paving. The Engineers' estimate excluded any allowance for high subcontracting bids lacking experience with this new specification in these EDA projects. An allowance of upwards of 10% would have been included in this estimate had the demand for minority subcontractors been known. MBE participation was $93,384, 53.4%.

The cost estimate was based on anticipated bid award in early fall. The Grant Award was received later than originally anticipated. This resulted in less favorable weather conditions for the beginning of construction. Bid unit estimates were not revised to reflect this.

81-125-1307

Non-award of this bid would require budgeting this project for the 1979-81 budget period. Inflation in construction costs by that time could result in at least a 20% to 30% project cost increase which could be more than proceeding with the project at this time.

There were only two bids received for this project, bid competition was low. There is nothing that could be revised, short of an incomplete project, that would likely reduce costs of construction, or any evidence to suggest that rebidding the project would result in submission of lower bids.

It appears to be economically favorable to proceed with the project at this time. I recommend award of the contract to the lowest responsible bidder. The Parks and Recreation Branch will absorb those costs over the grant amount. These recommendations include those of Ed Johnsen, Cost Engineer.

#8 Oceanside Beach State Wayside EDA #07-51-26880

The low bid was 20.10% over the engineering cost estimate. The bids for the A.C. items are high; bid items #6, 520 T Cl. "C" A.C. and #18,510 SY extra for A.C. walks. A survey of contractors shortly before the bid opening revealed that minority enterprises were quoting high estimates for subcontracted work. Included were estimates for paving. Other high items were #1. Mobilization, #2. Removal of Structures and Obstructions, and #24. Type 4 Toilet Building. The Engineers' estimate excluded any allowance for high subcontracting bids lacking experience with this new specification in these EDA projects. An allowance of upwards of 10% would have been included in this estimate had the demand for minority subcontractors been known. MBE participation was $51,292.25, 34.2%.

The cost estimate was based on anticipated bid award in early fall. The grant award was received later than anticipated. This resulted in less favorable weather conditions for the beginning of construction. Bid estimates were not revised to reflect this.

There were only two bids received for this project, bid competition was low. There is nothing that could be revised, short of an incomplete project, that would likely reduce costs of construction, or any evidence to suggest that rebidding the project would result in submission of lower bids.

I recommend award of the contract to the lowest responsible bidder. The low bid is within the grant amount. These recommendations include those of Ed Johnsen, Cost Engineer.

WG:aw

cc: F. B. Klaboe
H. S. Coulter
Dave Moehring
W. J. Hart
C. T. Keasey
J. H. Versteeg
D. E. Swan
John Bond
Virgil Boyd
Cost Analysis

(#1) 8629

8

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

June 16, 1977

TO Executive Department
Federal Aid Coordination Unit

Clatsop-Tillamook Intergovernmental Council
P. O. Box 488
Cannon Beach, OR 97110

FROM D. E. Swan
Federal Aid Engineer

RECEIVED
STATE HWY ENGR
JUN 17 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

SUBJECT Notice of Intent for EDA Funds
State Admin. Dist. No. 1
Section: Manhatten Beach Access Dev.
Highway: -
County: Tillamook

In accordance with the requirements of Circular No. A-95 of the Bureau of the Budget of the U.S. Government, attached are Notices of Intent for the subject project for your review and comment.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be July 15, 1977.
If additional information is desired, please contact Larry Jacobson phone 378-5015.

BLG:dmc
Attachments

cc: H. S. Coulter ✓
D. G. Talbot
J. H. Versteeg
R. E. Royer
J. B. Boyd
Gary Potter

Region Engineer: John Sheldrake
District Engineer: E. L. Everton
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

Please use Reference Code PKS-2 for return correspondence.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	PKS-2	Page One

02	12] APPLICANT [45 Oregon Dept. of Transportation	46] DIVISION [79 Parks and Recreation			
03	12] APPLICANT ADDRESS STREET [45 525 Trade St. SE	46] CITY [60 Salem		76] ZIP [80 97310	
04	12] CONTACT PERSON [45 Larry Jacobson	46] AREA CODE [48 503	49] PHONE [55 378-5015	56] EXTENSION [59	
01	12] PROJECT TITLE [71 Manhatten Beach Access Dev.				
11	12] PROJECT LOCATION—CITY Rockaway	PROJECT LOCATION—COUNTY Tillamook	PROJECT LOCATION [79 SEC: 16 T: 2 N R: 10 W		
05	SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK) Project includes paved access road and parking for 60 vehicles, restrooms, and				
06	12] [71 walkways at Manhattan Beach State Wayside on existing state ownership.				
07	12] [71				
08	12] [71				
09	12] [71				
10	12] [71 This is a State Parks project.				

	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	$175,000					$175,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Local Public Works Capital Dev. & Invest. Program	
15	12] FEDERAL AGENCY NAME [45 U.S. Dept. of Commerce	46] FEDERAL SUB-AGENCY NAME [79 Economic Dev. Administration

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes [X] 29 No [ ] 30 Date: 6/16/77	Yes [X] 31 No [ ] 32	Yes [X] 33 No [ ] 34	Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	July	15	1977

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☐ Yes ☒

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☒

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) P. L. 94-369 Sec. 107

V. Has funding agency been notified? No ☒ Yes ☐ Date:

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

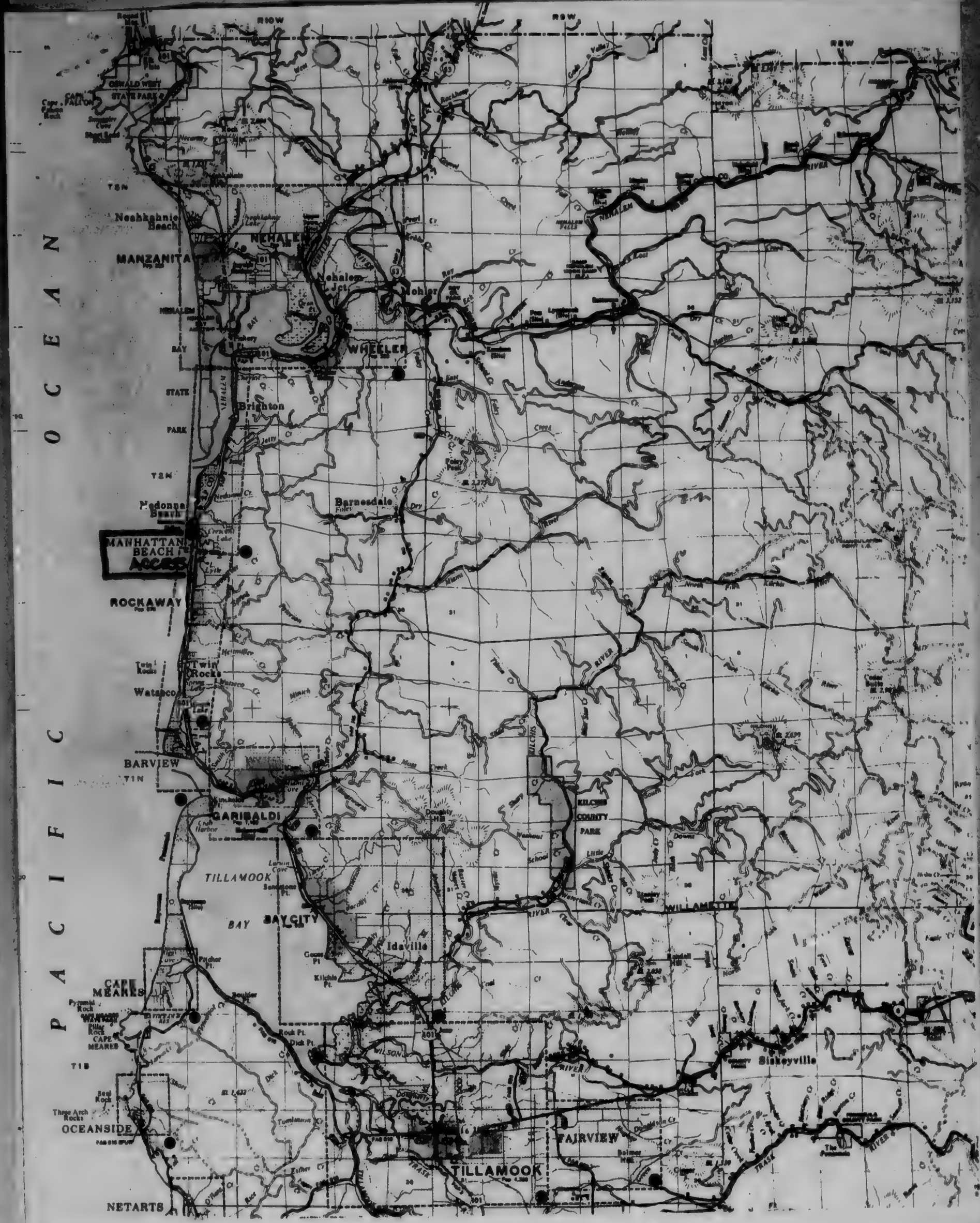
(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	% $	% $	% $
Second Year	% $	% $	% $
Third Year	% $	% $	% $

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS


OCEAN
PACIFIC
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Neshkahnie Beach
MANZANITA
NEHALEM
Nehalem Jct
Nehalem
WHEELER
BAY
STATE PARK
Brighton
Barnesdale
Nedonna Beach
MANHATTAN BEACH ACCESS
ROCKAWAY
Twin Rocks
Watseco
BARVIEW
GARIBALDI
TILLAMOOK BAY
BAY CITY
Idaville
CAPE MEARES
OCEANSIDE
NETARTS
TILLAMOOK
FAIRVIEW
Siskeyville
KILCHIS COUNTY PARK
KILCHIS
WILSON
TRASK
WILLAMETTE
RIVER

8630 Oceanside Beach St. Wayside 19
approx. 2 mi. west of Tillamook
(Grading, paving & facilities)

C+a 6314 9-19-77
C+a 6389 12-1-77

STATE OF OREGON

INTEROFFICE MEMO

REGION 2 ENGINEER
RECEIVED
AUG 15 1980
RLE RE RCE RME RTE ROE ULE GEO RSO ENV RFE

TO: Gerald Wimer
Region 2 Construction Engineer

DATE: August 14, 1980

files

FROM: Chet Anderson
Resident Engineer

SUBJECT: Possible Court Case Between
Prime and Subcontractor
Ocean Beach State Wayside Project
Contract No. 8630

Enclosed for your information a letter from the attorney for the prime contractor on the subject project indicating I will be contacted about occurences in the project. I anticipate the issue being settled is who will endure the penalty assessed for completion of the project past the contract deadline.

CA/kal

cc: J. Sollis
file

cc C. T Kraeger
Bob Harmson

NOTED
FRAN NEAVOLL

Contains Recycled Materials

LAW OFFICES

CRAMER & CROMWELL

JOHN F. CRAMER, JR.
WILLIAM T. CROMWELL

617 CORBETT BUILDING
PORTLAND, OREGON 97204

AREA CODE 503
TELEPHONE 228-6316

August 12, 1980

Mr. Chet Anderson
Resident Engineer
Oregon State Highway Division
P. O. Box 1104
Astoria, Oregon 97103

Re: Fuiten's Plumbing & Heating Co. vs. C. G. Gredvig, Inc.

Dear Mr. Anderson:

We represent C. G. Gredvig, Inc., defendant in the above-entitled action now pending in the Washington County Circuit Court. This arises out of the Oceanside Beach State Wayside job in Tillamook County and has been set for trial in Hillsboro for Thursday, September 11, 1980.

Mr. Gredvig has advised me that you are knowledgeable concerning the facts of this case. We would like to discuss these facts with you and will be calling you in the near future.

Very truly yours,

CRAMER & CROMWELL

John F. Cramer, Jr.

JOHN F. CRAMER, JR.

JFC:hg

cc: C. G. Gredvig, Inc.

T130 5310

bc ✓ Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 11, 1978

RECEIVED
DEC 12 1978
NORMA PAULUS
SECRETARY OF STATE

FILED
DEC 12 1978
NORMA PAULUS
SECRETARY OF STATE

Mr. Roderick L. Fuiten
Attorney at Law
2004 Main St., Suite 3
Forest Grove, OR 97116

Dear Mr. Fuiten:

This will acknowledge your letter of December 1 with attached Notice of Claim on behalf of Fuiten's Plumbing and Heating Company indicating that C. G. Gredvig, Inc., owes them for labor and materials in the amount of $8,200.

From the description given in the notice, this appears to be in reference to the following contracts:

Contract No. 8629, C. G. Gredvig, prime contractor, Manhattan Beach State Wayside Section in Tillamook County.

Contract No. 8630, C. G. Gredvig, prime contractor, Oceanside Beach State Wayside Section in Tillamook County.

The Fidelity & Deposit Co. of Maryland furnished the bonds on these two contracts, which is given to insure completion of the contracts and payment of all bills incurred in them. We will advise the surety and the prime contractor of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been satisfied.

FILED ON
12-14-78 kv.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:dda

cc Fidelity & Deposit Co. of Maryland
500 N.E. Multnomah, Suite 1000
Portland, OR 97232

C. G. Gredvig
4935 N.W. Kahneeta Ct.
Portland, OR 97229

Fidelity & Deposit Co. of Maryland
P. O. Box 1227
Baltimore, MD 20203

RODERICK L. FUITEN
ATTORNEY AT LAW
2004 MAIN ST., SUITE 3
FOREST GROVE, OREGON 97116
(503) 357-0770

December 1, 1978

Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Attention: C.W. Head

Dear Sir:

Attached you will find a Notice and Claim for Payment against the bond filed with the Manhattan and Oceanside Wayside Projects by C.G.Gredvig, Inc., as was discussed in our telephone conversation on November 28. I will be representing Fuiten's Plumbing and Heating in this matter and communications regarding this claim can be directed to this office.

Yours truly,

Roderick L. Fuiten

Roderick L. Fuiten

RECEIVED
DEC 1 - 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

December 1, 1978

NOTICE AND CLAIM FOR PAYMENT

TO: OREGON STATE HIGHWAY DIVISION

Notice is hereby given that the undersigned, Fuiten's Plumbing and Heating Company, has a claim for labor and materials furnished by Fuiten's Plumbing and Heating Company in the course of construction of Manhattan Beach Wayside (Contract Number 8629), and Oceanside State Wayside(Contract Number 8630), in the sum of eight thousand two hundred dollars, against the bond taken from C.G. Gredvig, Inc. and the Fidelity and Deposit Company of Maryland for the work of Manhattan Beach Wayside Project (Contract Number 8629) and Oceanside Wayside Project (Contract Number 8630).

FUITEN'S PLUMBING AND HEATING CO.

by Robert L. Fuiten

Robert L. Fuiten

RECEIVED
DEC 4 - 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

#30

October 27, 1978

Fidelity & Deposit Co. of Maryland
500 N.E. Multnomah, Suite 1000
Portland, OR 97232

Gentlemen:

A post-final payment for $36 will be made to C. G. Gredvig on Contract No. 8630 for work in the Oceanside Beach State Wayside in Tillamook County as soon as the warrant is prepared.

The total amount paid on this contract will be $128,754.79 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc C. G. Gredvig
4935 N.W. Kahneeta Ct.
Portland, OR 97229

Fidelity & Deposit Co. of Maryland
P. O. Box 1227
Baltimore, MD 20203

bc C. T. Keasey
Walt Hart
C. O. Fredrickson

8630

9

September 27, 1978

Fidelity & Deposit Company
of Maryland
1000 Lloyd Five Hundred Bldg.
500 NE Multnomah Street
Portland, OR 97232

Gentlemen:

Contract No. 8630 awarded to C. G. Gredvig for work in the Oceanside Beach State Wayside in Tillamook County was completed on August 3, 1978, and accepted by the State Highway Engineer on September 22, 1978.

Final payment in the amount of $6,476.84 will be released to the contractor after October 2, 1978. The total contract amount is $128,718.79. No work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc C. G. Gredvig
4935 N.W. Kahneeta Ct.
Portland, OR 97229

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

Form 61-734-8080

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 25, 1978

FROM: C. T. Keasey for R. D. Church
Construction Engineer

SUBJECT: Highway Project Acceptance

TO: H. S. Coulter
State Highway Engineer

Contract 8630, Work Completed August 3, 1978

Project Oceanside Beach State Wayside

Highway ----------

County Tillamook

Type of Work Grading, Paving and Facilities

Contractor C. G. Gredvig

Recommended Acceptance Date September 22, 1978

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:mk

cc: Walter Hart
R. D. Church

Letter to surety
9-27-78

RECEIVED
STATE HWY ENGR
SEP 26 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

APPROVED
STATE HIGHWAY ENGINEER
Date 9-26-78

8630 9-11-78 Tillamook

NARRATIVE REPORT

OCEANSIDE BEACH STATE WAYSIDE
[redacted]
Contract No. 8630
Grading, Paving, and Facilities

Awarded: November 15, 1977
Contractor: C. G. Gredvig
Began Work: December 10, 1977
Completed: August 3, 1978
Resident Engineer: Chet Anderson

Vreteen
Christensen Dor
George
Olsen
Terpin
Sullivan COMP
Scott
Savage

RECEIVED
SEP 11 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

This was an "Economic Development Administration" project funded under the provisions of the Local Public Works Capital Development and Investment Program (Round II).

The contract completion time was specified to be completed no later than June 30, 1978 with work under the contract commencing prior to December 15, 1977.

The contractor began work on December 10, 1977. He began by grading the main parking area to subgrade elevations. The soil on the project was noted as being unstable clays which vibrated under construction equipment.

Work progressed irradically throughout the project. The primary cause was the subcontractor's, Fuiten's Plumbing and Heating Co., prior heavy work load.

The grading work resumed on February 16, 1978, and completed on February 22, 1978. During excavation to subgrade elevations between stations 19+20 and 19+87, water percolated up through the soil. The source of the water appeared to be from existing drain fields located within the project. The saturated area was sub-excavated to an approximate depth of 1½ feet, and backfilled with pitrun aggregate. 80 lineal feet of 6 inch CMP perforated drain pipe was installed to relieve any additional water build up in

the future.

the 3/4-0 aggregate base rock was processed by March 3, 1978. The material source for the base rock was located at M.P. 1.7 on the Oceanside-Cape Mears Highway. Qualifying samples were submitted and found suitable for use as an approved quarry site.

The paving operation began on March 21, 1978 and was temporarily halted on March 22, 1978. The delay was do to conflicting activities between our contractor and the sewer contractor for the Netarts-Oceanside Sanitary District. Paving resumed on April 10, 1978 after work on the sewer pump station had progressed to the point where activities between the two contracts no longer conflicted. The contractor completed the project paving operation on April 13, 1978.

In a letter written by Dave Talbot, State Historic Preservation Officer, to Larry Jacobsen, Asst. State Parks Superintendent, dated November 18, 1977, the following recommendation was made. Dr. David Brauner of Oregon State University recommended that "some form of rip-rap be carefully placed on the eroded bank facing the beach in order to protect the exposed midden". Native rock was hand placed over the area in question. The additional work was covered under bid item #19, Hand Placed Rock Slopes.

Site work for the type 4 toilet building began on March 1, 1978. The building was constructed as per plan, and completed on August 3, 1978. During construction of the toilet building, it was noted that the accessory mounting heights were incomplete. The mounting heights of the iterior lights should be noted at 84 inches above the finish floor elevation. This would eliminate any future conflicts between the lights and the stiffner for the laminated partitions. Also to assure uniformity in the mounting heights of the finish hardware, the mounting heights of the door handles and locks

might be shown. The recommended heights for the door handles is 36 inches and 42 inches for the dead locks.

The project was found suitable and accepted during the final inspection with one reservation. After construction of the concrete extruded curbs, cracks developed throughout the curb line within the limits of the lower parking area. It is the opinion of this office that the cracks in the curb were a result of the unstable soil vibration under traffic, and not do to any material deficiency. A core sample of the curb was taken, and tested out at 1900 psi. We feel the curb is structurally sound and suitable for the use intended.

C. Anderson

Chet Anderson,
Resident Engineer

Oceanside Beach State Wayside
Tillamook County
Contract No. 8630
Grading, Paving, and Facilities

STATEMENT OF OVERRUNS AND UNDERRUNS

ITEM	ORIGINAL CONTRACT AMT.	FINAL PROJECT AMT.	% + OR -
Contract Items	$118,698.65	$129,612.14	+ 9.19
Anticipated Items	3,700.00	1,445.40	-60.94
Contingencies	5,507.94	4,328.38	-21.42
Liquidated Damages		-3,400.00	
Engineering	11,015.88	10,500.00	- 4.68
TOTAL	$138,922.47	$142,485.92	+ 2.57

OVERRUNS AND UNDERRUNS
CONTRACT NO. 8630

ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	% + OR -
1	Mobilization	Lump Sum	100%	100%	0
2	Removal of Structures and Obstructions	Lump Sum	100%	100%	0
3	Grading Work	Lump Sum	100%	100%	0
4	Furnishing and Placing Topsoil	Cu. Yd.	150	219.1	+46.07
	More topsoil was required to adequately cover the designated areas on the project than was originally estimated on the plans.				
5	Aggregate Base	Cu. Yd.	1,200.0	1,322.7	+10.23
	A staking error resulted in additional base thickness in certain areas of the project creating this overrun.				
6	Class 'C' Asphalt Concrete	Ton	520	675.46	+29.90
	The average compacted depth of surfacing was 2¼ inches, ½ inch thicker than original specified depth causing this overrun.				
7	Concrete in Stairways	Cu. Yd.	4.0	4.1	+2.50
8	Reinforcement in Stairway	Pound	310	315.8	+1.87
9	Pipe Handrail	Lin. Ft.	42.0	38.6	-8.10
10	6-Inch Culvert Pipe	Lin. Ft.	48.0	37.0	-22.92
	Less length of 6-inch culvert pipe was requried than was originally shown on the plans.				
11	12-Inch Culvert Pipe	Lin. Ft.	75.0	67.0	-10.67
	Less length of culvert pipe was required to properly drain the rain runoff within the project limits than was originally estimated.				
12	4-Inch C. I. Sewer Pipe	Lin. Ft.	100.0	50.0	-50.00
	An error was made on the plans in originally estimating the lengths of pipe required. The length installed checks with the scaled length on the plan sheet.				
13	Concrete Inlets, Type G-1	Each	1	1	0
14	6-Inch Drain Pipe	Lin. Ft.	80.0	164.0	+105.00
	Additional drain pipe was installed to drain sub-surface water that came to surface during excavation of the subgrade material.				
15	Special Filter Material in Drains	Cu. Yd.	15.0	9.6	-36.00
	Less drain rock was required than originally estimated on the project.				

OVERRUNS AND UNDERRUNS (cont.)
CONTRACT NO. 8630

ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	% + Or -
16	Post and Pole Fence	Lin. Ft.	280.0	280.0	0
17	Concrete Curbs	Lin. Ft.	1,400.0	1,329.0	-5.07
	A portion of the curb line was deleted during construction do to an existing conflict between our contractor and the sewer district contractor constructing the sewage pump station inside the project limits.				
18	Extra for Asphalt Walks	Sq. Yd.	510.0	573.3	+12.41
	The original plan area of asphalt walkway was under estimated on the project plan sheet.				
19	Hand Placed Rock Slopes	Sq. Yd.	70.0	212,0	+202.66
	Dr. David Brauner of Oregon State University recommended that additional riprap be placed on the eroded bank facing the beach in order to protect the exposed midden in the area. This was requested by letter from Dave Talbot dated Nov. 18, 1977. This additional protection contributed to the overrun.				
20	Water Supply System	Lump Sum	100%	100%	0
21	Electrical Supply System	Lump Sum	100%	100%	0
22	Drinking Fountain	Each	1	1	0
23	White Type II Markers	Each	586	551	-5.97
24	Type 4 Toilet Building	Each	1	1	0
	PRICE AGREEMENT				
1	Adjust existing 4-Inch PVC Sewer Line	L.S.		100%	0
2	Excavate Below Subgrade	L.S.		100%	0
3	Adjust Manholes	Each		2	0
4	Extra for Pipe Under Pavement	Lin. Ft.		13.0	0
5	Interior Brick Finish	L.S.		100%	0
6	Install 1-Inch Pressure Reducing Valve	L.S.		100%	0

8630

FORM 01-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Oceanside Beach State Wayside		WEEK ENDING: August 12, 1978
		SECTION PREFIX: 029-8205
HIGHWAY: -- -- --		COUNTY: Tillamook
NAME OF JOB: Oceanside Beach State Wayside	KIND OF WORK: Grading, Paving & Facilities	
CONTRACTOR: C. G. Gredvig	CONTRACT NUMBER: 8630	FEDERAL AID PROJECT NUMBER: EDA 07-51-26880
DATE OF CONTRACT: November 15, 1977	DATE WORK STARTED: December 10, 1977	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 138,922.47	SPECIFIED COMPLETION DATE: June 30, 1978	PERCENT OF TIME ELAPSED: 115
EXCLUSIVE OF ENGINEERING: $ 127,906.59	ENGINEERING AUTHORIZATION: $ 11,015.88	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 135,000.00	ENGINEERING COST TO DATE: $ 10,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99
ESTIMATED PERCENT: OVERRUN / ~~UNDERRUN~~: 6 %	PERCENT OF AUTHORIZATION: 95 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.17	0.17			0.17
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.17	0.17			0.17
TOTAL ESTIMATED QUANTITIES (CONTRACT)	100%	100%			520 Tons
TOTAL QUANTITIES CORRECTED TO DATE					675 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100%	100%			675 Tons
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	6	Cloudy & Windy			
MONDAY	7	Fair & Hot			
TUESDAY	8	Fair			
WEDNESDAY	9	Cloudy & Windy			
THURSDAY	10	Drizzle			
FRIDAY	11	Showers			
SATURDAY	12				

RECEIVED
AUG 14 1978
CONSTRUCTION BRANCH

Kressey
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 6	No activity
MONDAY 7	No activity
TUESDAY 8	The contractor corrected minor deficiencies found during the inspection.
9 WEDNESDAY	No activity the rest of this week.
THURSDAY 10	
FRIDAY 11	
SATURDAY 12	

REMARKS

The project will be completed when the toilet partitions are installed.

This will be the final report for this project.

SIGNED Robert M Wellwig for Chet Anderson LOCATION Astoria

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

#8630

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109

August 1, 1978

(206) 442-7506

Mr. Fred Klaboe
Chief of Operations
Oregon Department of
Transportation
525 Trade Street S.E.
Salem, Oregon 97310

Re: EDA Project Numbers

07-51-27014-8629 07-51-26830-8661 07-51-26880-8630
07-51-27050-8627 07-51-23766-8742 07-51-27019-8626

Dear Mr. Klaboe:

Enclosed please find two signed copies of the Amendment to each of the referenced Grant Offers/Awards. EDA has approved the request for a scope of work transfer as outlined in your letter of July 6, 1978. The project budgets are shown as attachment 1 to each amendment.

Your acceptance of these Amendments shall be indicated by the signature of your principal official. The official's signature shall be certified by an authorized official other than your principal official. Send one copy of each accepted Amendment to Mr. John D. Woodward, Acting Regional Director, Western Regional Office, Lake Union Building, Suite 500, 1700 Westlake Avenue North, Seattle, Washington 98109. The other copy should be retained for your files.

Sincerely,

John D. Woodward

John D. Woodward
Acting Regional Director

NOTED
F. B. KLABOE

RECEIVED
DOT OPERATIONS

Form 81-726-1386 (9-77)

1830

Oregon Department of Transportation
HIGHWAY DIVISION

PROJECT INSPECTION REPORT

Intermediate ☐
Final ☒

Project Name				Contract No.
L Oceanside Beach State Wayside				1630
Highway			County	Prefix No.
			Tillamook	029-8205
Contract Time Elapsed 109%	Contract Work Completed 99.9%	Contract Work Quality	Contract Work Progress	F.A. Project No. EDA 07-51-26880
Inspection date 7-20-78		By Bob Royer, Chet Anderson, several Parks representatives, the contractor.		
In company with				

REMARKS
(Scope of inspection, Findings, Recommendations, Instructions, etc.)

Everything but the building has been satisfactorily completed. Only minor items remain to complete the building. When these have been taken care of the Resident will release the contractor from further work.

4.

(USE ADDITIONAL SHEETS AS REQUIRED)

FINAL INSPECTION CHECKLIST

_____ Date opened to traffic or in operation
_____ Date of Second Notification
_____ Date Contractor's notice for semi-final inspection received
_____ Date Contractor removed equipment, plant, etc.
_____ Estimated submittal date of semi-final estimate
_____ Recommended acceptance date of completed contract work

Original to: Construction Engineer Keasey
Copy to: Region Engineer Fredrickson
District Engineer
Resident Engineer Anderson
Project Mgt. (Final Only) Moehring
FHWA (Final F.A. Only)
Project Engineer (If Applicable)
Parks-Talbot

Signed Richard E. Royer
Title Region Operations Engineer

NOTED
RICHARD UNREIN

#8630

2

Department of Transportation

PARKS AND RECREATION BRANCH

525 TRADE STREET S.E., SALEM, OREGON 97310

July 6, 1978

RECEIVED
STATE HWY ENGR
JUL 7 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

U.S. Department of Commerce
Economic Development Administration
1700 Westlake Avenue N.
Seattle, Washington 98109

Re: Scope of Work Transfers
EDA #07-51-27014
Manhattan Beach

Att: Mr. Bill England
Project Management
Specialist
Civil Rights Division

EDA #07-51-23766
Wolf Creek Tavern

Gentlemen:

As discussed with Larry Jacobson on April 5th in your office, attached is a request for Scope of Work Transfers of Oregon Department of Transportation over-run projects into underrun projects. The request is to transfer bid items from Manhattan Beach, EDA #07-51-27014, into Beverly Beach, EDA #07-51-26830; Oceanside Beach, EDA #07-51-26880 and Willamette Overflow Bridge, EDA #07-51-27050; and to transfer Wolf Creek Tavern, EDA #07-51-23766, contracts into Willamette River overflow bridges, EDA #07-51-27050 and EDA #07-51-27019.

At Manhattan Beach, the state contribution shown on the line item Cost Sheet will be allocated to other Park Branch recreation development projects scheduled for construction in the 1978-79 fiscal year. At Wolf Creek, approval of the transfer request would permit reallocation of the state contribution into other park construction projects scheduled for the 1978-79 fiscal year. The state's contribution for the caretaker's house and landscaping at Wolf Creek would continue to be a budget item request to the State Legislature for the 1979-81 budget period.

NOTED
H.S. COULTER

Favorable consideration of this Scope of Work Transfer Request would be appreciated. If you wish additional clarification, please contact Larry Jacobson, telephone number 378-5015.

Sincerely,

Fred Klaboe

Fred Klaboe
Chief of Operations
Oregon Department of Transportation

FK:LJ:sc

Attachment

EDA SCOPE OF WORK TRANSFERS

Parks and Recreation Branch
Oregon Department of Transportation

Overrun Project - Manhattan Beach - EDA #07-51-27014

This project is to develop a beach access site with paved access road and parking, restroom, utilities, and walkways.

The project overrun including permit fees and a 4½% contingency allowance is $37,900.

The low contract bid was 21.73% over the engineering estimate. The engineering estimate was based on anticipated bid award in early fall. The grant award was received later than expected. This resulted in a short contractor mobilization period to meet the 90-day construction beginning deadline and less favorable weather conditions for beginning construction. The engineering estimate was not revised to reflect these conditions. Inflation in the building trades industry; high bids on unit items like asphaltic concrete, toilet buildings, and traffic control; and lack of experience in estimating costs based on EDA requirements were a combination of factors resulting in costs over the grant amount.

The items proposed for transfer are as follows:

Bid Item	#1	--	$7,500
" "	#2	--	5,000
" "	#5	--	5,800
" "	#6	--	2,560
" "	#7	--	8,897
" "	#8	--	5,040
" "	#14	--	1,160
Bid Item	#17	--	946
" "	#18	--	909
		Total	$37,812

Justification

Upon receipt of bids, the project was analyzed for areas where possible cost savings could be achieved. There were no items that could be eliminated without resulting in an incomplete project and changing the scope of the project. There was no evidence to suggest that requesting an extension of the 90-day construction deadline and rebidding of the project would have resulted in lower bid submittals.

The Oregon State Legislature approved an increase in the expenditure limitation for the project with the understanding that excess grant funds from other Oregon Department of Transportation projects would be solicited to cover the construction cost overrun. The EDA ruling that agency personnel costs for project construction inspections is non-reimbursable already puts an unanticipated financial burden on the grantee. Absorption of eligible project costs by the State Parks Branch eliminates other state park improvement projects that are badly needed and that also contribute to the economic base the EDA program was designed to stimulate.

Overrun Project - Wolf Creek Tavern - EDA #07-51-23766

This project will restore a historically and architecturally significant 1860's stagecoach inn near Grants Pass. Work includes parking area, utilities, kitchen and dining room, nine sleeping rooms, conference facilities, bar, interpretive display area, kitchen equipment, and furnishings.

The project overrun is $164,400.

This will specifically identify those transfer costs for analysis and final audit.

Underrun Projects

Beverly Beach State Park - EDA #07-51-26830

The project installs a sewage collection trunk line, a sewage pump, and repairs all area disturbed by the construction.

Project underrun	$12,000
Manhattan Beach Transfer Items 6, 7	- $11,500
Balance	$ 500

Oceanside Beach State Wayside - EDA #07-51-26880

This project is to construct restroom, utilities, paved road and parking, and walkways to the beach.

Project underrun	$ 8,000
Manhattan Beach Transfer Items 8, 14	- $ 6,200
Balance	$ 1,800

Willamette River Overflow Bridge M.P. 30.4 - EDA #07-51-27050

The project replaces a deficient bridge on the Albany-Junction City Highway at Mile Post 30.4.

Project underrun	$110,000
Manhattan Beach Transfer Items 1,2,5,17,18	-$ 20,200
Balance	$ 89,800

The grant request was based on schematic and preliminary architectural plans. Detailed plans and specifications revealed items not anticipated, particularly mechanical requirements. Phase I contract for rehabilitation of the tavern structure was 20% over the estimate. Estimating costs for rehabilitation is more difficult than new construction. Contractors' bids appear to reflect this difficulty as well. Inflation in the building trades industry and remoteness of the project location not accounted for in the architect's estimate contributed to higher bids than anticipated. The architect's final estimate for the kitchen equipment items was higher than initially submitted, due to errors in estimating.

The items and costs proposed for transfer are as follows:

Phase II Contract - Road, Parking, Sewage Disposal		$78,700	
	Contingency 4½%	3,600	
	Total	$82,300	
Kitchen Equipment and Install.		$78,557	
	Contingency 4½%	3,543	
	Total	$82,100	
	Transfer Items Total		$164,400

Special cost accounting prefixes will be assigned to the transfer items. This will specifically identify those transfer costs for analysis and final audit.

Underrun Projects

Willamette River Overflow Bridge M.P. 30.4 - EDA #07-51-27050

The project replaces a deficient bridge on the Albany-Junction City Highway at Mile Post 30.4.

Project Underrun	$110,000
Manhattan Beach Transfer	- 20,200
Balance	$ 89,800
Wolf Creek Inn-Kitchen Equipment & Install	-$ 82,100
Balance Remaining	$ 7,700

Willamette River Overflow Bridge M.P. 30.1 - EDA #07-51-27019

The project replaces a deficient bridge on the Albany-Junction City Highway at Mile Post 30.1.

Project Underrun	$ 85,000
Wolf Creek Inn Phase II Contract	- 82,300
Balance Remaining	$ 3,700

Justification

The Oregon State Legislature approved an increase in the expenditure limitation for the project with the understanding that excess grant funds from other Oregon Department of Transportation projects would be solicited to cover the cost overrun. The EDA ruling that agency personnel costs for project construction inspections are non-reimbursable already puts an unanticipated financial burden on the grantee. Absorption of eligible project costs by the State Parks Branch eliminates other State Park improvement projects that are badly needed and that also contributes to the economic base the EDA program was designed to stimulate.

There are no items in the requested transfer that could be eliminated and still permit the project to open on schedule as an operational facility.

LJ:sc
7/5/78

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

WILLAMETTE RIVER BRIDGE - M.P. 30.4

EDA Project No. 07-51-27050 State Oregon County Marion

Line Items	Previous Revision Request	Requested Revision
Administrative Expense	$	$
Architectural/Engineering (Updating and/or completion of Plans and Specifications)		
Other Architectual Engineering Fees		
Project Inspection Fees	16,670	-0-
Relocation Expenses		
Relocation Payments to Individuals and Businesses		
Demolition and Removal (a) Labor (b) non-Labor		
Construction and Project Improvement: (a) Labor (b) non-Labor	70,141 127,596	70,141 127,596
Equipment:		
Contingencies	105,593	19,963 *
Estimated Costs	$ 320,000	$ 217,700

Remarks: Scope of work transfer from EDA Project No. 07-51-23766, Wolf Creek Inn, Furnish and Install Food Service Equipment — 78,557
Contingencies 3,543

Scope of work transfer from EDA Project No. 07-51-27014, Manhattan Beach State Wayside, Bid Items No. 1, 2, 5, 17 & 18 — 6,545 Labor
13,655 Non-Labor

TOTAL ESTIMATED COSTS $ 320,000 (Original Grant)

* Request for budget line item revision to reflect contract bid item overruns and final change orders to be submitted as final costs become firm.

USCOMM-DC 14741-P76

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

WILLAMETTE RIVER BRIDGE - M.P. 30.1

EDA Project No. 07-51-27019 State Oregon County Lane

Line Items	Previous revision Request	Requested Revision
Administrative Expense	$	$
Architectural/Engineering (Updating and/or completion of Plans and Specifications)		
Other Architectual Engineering Fees		
Project Inspection Fees	20,006	-0-
Relocation Expenses		
Relocation Payments to Individuals and businesses		
Demolition and Removal		
(a) Labor		
(b) non-Labor		
Construction and Project Improvement		
(a) Labor	89,365	89,365
(b) non-Labor	161,316	161,316
Equipment		
Contingencies	79,313	17,019 *
Estimated Costs	$ 350,000	$ 267,700

Remarks: Scope of work transfer from EDA Project No. 07-51-23766, Wolf Creek Inn, Phase two contract

31,500	Labor
47,200	Non-Labor
3,600	Contingencies
350,000	(Original Grant)

TOTAL ESTIMATED COSTS

* Request for budget line item revision to reflect contract bid item overruns and final change orders to be submitted as final costs become firm.

U.S. COMMERCE 1971-1978

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

BEVERLY BEACH STATE PARK

EDA Project No. 07-51-26830 State Oregon County Lincoln

Line Items	Previous Eff. 1-30-78	Requested Revision
Administrative Expense	$ 1,200	$ -0-
Architectural/Engineering (Updating and/or completion of Plans and Specifications)	10,000	-0-
Other Architectural Engineering Fees	1,500	-0-
Project Inspection Fees		
Relocation Expenses		
Relocation Payments to Individuals and businesses		
Demolition and Removal		
(a) Labor		
(b) non-Labor		
Construction and Project Improvement		
(a) Labor	59,240	59,240
(b) non-Labor	61,615	61,615
Equipment		
Contingencies	16,445	17,645 *
Total Estimated Costs	$150,000	$ 138,500

Remarks: Scope of work transfer from EDA Project No. 07-51-27014, Manhattan Beach State Wayside, Bid Items No. 6 & 7. — 5,600 Labor; 5,900 Non-Labor

TOTAL ESTIMATED EDA FUNDS $ 150,000 (Original Grant)

GRANTEE/BORROWS FUNDS
In-house engineering and project inspection 30,000

TOTAL ESTIMATED PROJECT COST $ 180,000

* Request for budget line item revision to reflect contract bid item overruns and final change orders.

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

OCEANSIDE BEACH STATE WAYSIDE

EDA Project No. 07-51-26880 — Oregon — Tillamook

Line Items	Previous Eff. 4-20-78	Requested Revision
Administrative Expense	$ 900	$ -0-
Architectural Engineering (Updating and/or completion of Plans and Specifications)	3,500	-0-
Other Architectural Engineering Fees	4,000	4,000
Project Inspection Fees		
Relocation Expenses		
Relocation Payments to Individuals and Businesses		
Demolition and Removal		
(a) Labor	1,700	1,700
(b) Non-Labor	3,955	3,955
Construction and Project Improvement		
(a) Labor	58,092	58,092
(b) Non-Labor	59,953	59,953
Equipment		
Contingencies	17,900	16,100 *
Total Estimated Costs	$ 150,000	$ 143,800
Remarks: Scope of work transfer from EDA Project No. 07-51-27014, Manhattan Beach State Wayside, Bid Items No. 8 & 14.		3,038 Labor 3,162 Non-Labor
	TOTAL ESTIMATED EDA FUNDS	$ 150,000 (Original Grant)
GRANTEE/BORROWS FUNDS In-house engineering and project Inspection		16,000
	TOTAL ESTIMATED PROJECT COST	$ 166,000

* Request for budget line item revision to reflect contract bid item overruns and [illegible] final change orders to be submitted as final costs become firm.

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

MANHATTAN BEACH STATE WAYSIDE

EDA Project No. 07-51-27014 State Oregon County Tillamook

Line Items	Previous Eff. 4-20-78	Requested Revision
Administrative Expense	$ 250	$ -0-
Architectural/Engineering (Updating and/or completion of Plans and Specifications)	-0-	
Other Architectural Engineering Fees	3,582	-0-
Project Inspection Fees		
Relocation Expenses		
Relocation Payments to Individuals and Businesses		
Demolition and Removal	768	768
(a) Labor	1,792	1,792
(b) Non-Labor		
Construction and Project Improvement:	99,539	99,539
(a) Labor	103,188	103,188
(b) Non-Labor		
Equipment		
Contingencies	5,681	7,613
Total Costs	$214,800	$ 212,900

Remarks: Scope of work transfer, Bid Items No. 8 & 14, to EDA Project No. 07-51-26880, Oceanside Beach State Wayside — - 3,038 Labor, - 3,162 Non-Labor

Scope of work transfer, Bid Items No. 6 & 7, to EDA Project No. 07-51-26830, Beverly Beach State Park — - 5,600 Labor, - 5,900 Non-Labor

Scope of work transfer, Bid Items No. 1, 2, 5, 17, 18 to EDA Project No. 07-51-27050, Willamette River Bridge M.P. 30.4 - 6,545 Labor, -13,655 Non-Labor

TOTAL ESTIMATED EDA FUNDS	$ 175,000 (Original Grant)
GRANTEE/BORROWS FUNDS In-house engineering and project inspection	22,000
TOTAL ESTIMATED PROJECT COST	197,000

PROJECT: [illegible] F [illegible]
Phase One
Phase 1.6
Food [illegible]

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

EDA Project No. 07-51-23766 State Oregon County Josephine

Line Items	GRANT APPROVED	PHASE ONE: Phase One Bid Award Revision #	4-6-78 Revision Request	Requested Revision	Phase [illegible] Bid Award Revision	[illegible] Request
Administrative Expense	$ 1,000	-0-	-0-	-0-	-0-	
Architectural/Engineering (Update and/or completion of Plans and Specifications)	2,646	-0-	-0-	-0-	-0-	
Other Architectural Engineering Fees	19,057	-0-	-0-	12,[illegible]	[illegible]	
Project Inspection Fees	26,000	-0-	-0-	-0-	-0-	
Relocation Expenses	-0-					
Relocation Payments to Individuals and Businesses	-0-					
Demolition and Removal (a) Labor	16,318	6,318	16,318	16,318	10,[illegible]	
(b) Materials	6,994	6,994	6,994	6,994	-0-	
Construction and Project Inspection (a) Labor	204,337	250,850	255,243	262,354	19,[illegible]	
(b) Materials	197,872	261,051	265,444	277,667	20,[illegible]	
Equipment	9,557	-0-	-0-	23,935	-0-	
Contingencies	27,219	24,074	15,288	-0-	-0-	
Total Estimated Costs	$600,000	559,287	559,287	600,000	40,[illegible]	
				600,000		

Remarks:

EDA Direct Grant Project No. 07-51-23766

EDA Scope of Work Transfer To: Project No 07-51-27019

Project No 07-51-27050

GRANTEE BORROWS FUNDS

In-house Engineering & Project Inspection 50,460 +

Caretakers House & Landscaping (1979-1981 Budget)

...F ... Contract Agreement 90-78
...ase ... - Contract 8633
...ase ... - Contract 8742
...od ... Equipment - Contract Agreement 90-78

SCOPE OF WORK TRANSFER

PHASE TWO				FOOD SERVICE EQUIP.		
Phase ... Bid Award Revision	Phase Two Bid Award Revision			Cost At Bid Award		
-0-	-0-					
-0-	-0-					
-0-	-0-					
-0-	-0-					
19,[illegible]500	[illegible]500					
20,[illegible]200	47,200					
-0-	-0-			73,557		
-0-	3,600			3,543		
40,[illegible]300	72,300			82,100		
[illegible]300	[illegible]300			[illegible]100		

+ 1,900 - 2,500 = 61,160
5200

COST SUMMARY

600,000
164,400

164,400 ESTIMATED COSTS
(164,400) SCOPE OF WORK TRANSFER
TOTAL ESTIMATED EDA
600,000 FUNDS (ORIGINAL GRANT)
111,160 TOTAL GRANTEE FUNDS

TOTAL ESTIMATED COST BEFORE SCOPE OF WORK TRANSFER $ [illegible]

TOTAL ESTIMATED PROJECT COST AFTER SCOPE OF WORK TRANSFER $ [illegible]

8639

9

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109

(206) 442-7000

April 24, 1978

Mr. C. T. Keasey
Construction Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Johnson
Williams
Glenn
CONSTRUCTION BRANCH
Infoes
Wildman
Outsider
Church
W
1178

Re: EDA Project Number 07-51-26880
Oceanside Beach Access

Dear Mr. Keasey:

In reference to your letter of March 28, 1978, requesting a project budget revision, EDA has reviewed and approved the request, effective April 20, 1978.

We have enclosed the new approved budget (Form ED-508). As you have previously been advised, expenditures are not to exceed any budget line item without prior EDA approval.

Sincerely,

David L. Witachi
FOR Donald L. Gould
LPW Division

Attachment: Form ED-508

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
MAY - 1 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

4-28-78
Cal't Coulter
Shaw
Bracken
Graham

ECONOMIC DEVELOPMENT ADMINISTRATION

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

EDA Project No. 07-51-26880 State Oregon County Tillamook Co.

Line Items	Previous	Approved Revision
Administrative Expense	$ 700	$ 900
Architectural/Engineering (Updating and/or completion of Plans and Specifications)	3,500 4,000	3,500 4,000
Other Architectual Engineering Fees		
Project Inspection Fees		
Relocation Expenses		
Relocation Payments to Individuals and Businesses		
Demolition and Removal (a) Labor (b) non-Labor	1,700 3,955	1,700 3,955
Construction and Project Improvement (a) Labor (b) non-Labor	57,242 59,503	58,092 59,953
Equipment		
Contingencies	19,400	17,900
Total Estimated Costs	$ 150,000	$ 150,000

Remarks:

Effective Date: April 20, 1978.

USCOMM-DC 10781-P76

8630.

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 28, 1978

U. S. Department of Commerce
Economic Development Administration
1700 Westlake Avenue North
Seattle, WA 98109

Attn: Mr. Bill England
Project Management Specialist
Civil RIghts Division

Re: Request for Budget Revision
EDA Project No. 07-51-26880
Contract No. 8630

Gentlemen:

We request a budget line item revision for the subject project, as shown on the attached copy of the approved budget. (Form ED-508.)

A copy of the change order modifying the project work is also attached.

Very truly yours,

ORIG. SIGNED BY
WARREN RICHARDS

C. T. Keasey
Construction Engineer

CTK:mk

Attach.

bc: H. S. Coulter
V. E. Skoog
D. H. Moehring
Gareld Inloes
Larry Jacobsen

RECEIVED
STATE HWY ENGR
APR 11 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H.S.COULTER

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

EDA Project No. 07-51-26880 State Oregon County Tillamook Co.

Line Items	Previous	Approved Revision	Requested Revision
Administrative Expense	$ 700	$ 700	900
Architectural/Engineering (Updating and/or completion of Plans and Specifications)	2,500	3,500	3,500
Other Architectual Engineering Fees	200	4,000	4,000
Project Inspection Fees	12,000	-0-*	-0-*
Relocation Expenses			
Relocation Payments to Individuals and Businesses			
Demolition and Removal			
(a) Labor	-0-	1,700	1,700
(b) non-Labor	-0-	3,955	3,955
Construction and Project Improvement			
(a) Labor	77,400	57,242	58,092
(b) non-Labor	51,600	59,503	59,953
Equipment			
Contingencies	5,600	19,400	17,900
Total Estimated Costs	$ 150,000	$ 150,000	150,000

Remarks:

*To be furnished by Grantee with in-house (Force Account) labor estimated cost $11,200.

Effective Date: December 19, 1977

Form 21-734-1169 (Rev. 5-73)

OREGON STATE HIGHWAY DIVISION

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL 2/21

Project Name Oceanside Beach State Wayside Date February 20, 1978

Highway ********** Contract No. 8630

County Tillamook Prefix 029-8230

Contractor C. G. Gredvig F. A. Project No. EDA 07-51-26880

Address 4935 N.W. Kahneeta Ct. Portland, Oregon 97229 Price Agreement No. 1

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Lower an existing 4" PVC sewer line below subgrade, approximate depth - 12", approximate length of 4" sewer line required - 20 Lin. Ft., as directed by the engineer.

Locations by station numbers: 18+75 Left

Names of pay items, estimated quantities and agreed prices:

Adjust 4"PVC Sewer Line, Lump Sum.....~~$150.00~~ $200.00

Specifications, basis of measurement and other provisions: The Standard Specifications for Highway Construction, 1974 Edition will apply to all work involved with the price agreement. The lump sum price will be full compensation for all equipment, materials, and labor necessary to complete the work.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$ 138,922.47
Present estimate of project cost, including $ 200.00 for work under this order	$ 138,922.47
Expected under-run / over-run (amount)	$ 0.00
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: C Anderson Chet Anderson, Resident Engineer

Approval Recommended: Robert E Rowe Division Engineer

Approval Recommended: ..... Construction Engineer or Bridge Engineer

Signed C. G. Gredvig Contractor

C. G. Gredvig

Approved: O. B. Jackman 2-27-78 Deputy State Highway Engineer, ~~Assistant State Highway Engineer or~~ Office Engineer. For Constr.

SP*78003-734

Form 21-734-1169 (Rev. 5-73)

OREGON STATE HIGHWAY DIVISION

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name: Oceanside Beach State Wayside — Date: February 23, 19 78

Highway: ******-*** — Contract No.: 8630

County: Tillamook — Prefix: 029-8205

Contractor: C. G. Gredvig — F. A. Project No.: LDA 07-51-26880

Address: 4935 N.W. Kahneeta Ct. Portland, Oregon 97229 — Price Agreement No.: 2

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Excavate approximately 150 cubic yards of unsuitable material below subgrade, Backfill will pit run aggregate, and compact to subgrade elevations.

Locations by station numbers: 19+20 to 19+80 As directed by the engineer.

Names of pay items, estimated quantities and agreed prices:

Excavate Below Subgrade, Lump Sum.....$800.00

Specifications, basis of measurement and other provisions: The Standard Specifications for Highway Construction, 1974 Edition, and the Special Provisions for the subject project will apply to all work under this price agreement. Payment will be full compensation for all equipment, materials, and labor necessary to complete the described work.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 138,922.47	
Present estimate of project cost, including $ 800.00 for work under this order	$ 138,922.47	
Expected under-run / over-run (amount)	$ 0.00	
Expected under-run / over-run (per cent)	0	

Submitted by: C Anderson — Resident Engineer
Chet Anderson,

Approval Recommended: Robert E Lucia — Division Engineer

Approval Recommended: ..... — Construction Engineer or Bridge Engineer

Signed C. G. Gredvig — Contractor
C. G. Gredvig

Approved: O. H. Jacklund — Deputy State Highway Engineer. Assistant State Highway Engineer or Office Engineer.
3-8-78
For Constr.

EP*78003-734

Form 21-734-1169 (Rev. 5-72)

OREGON STATE HIGHWAY DIVISION

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Oceanside Beach State Wayside Date March 16, 19 78

Highway ***** Contract No. 8020

County Tillamook Prefix 039-8(25)

Contractor C. C. Credvi F.A. Project No. 07-51-26820

Address 4935 NE Kehnecta St. Portland, Oregon 97229 Price Agreement No. 3

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Adjust Manholes

Locations by station numbers: 15+00 5' Lt.
13+05 5' Lt.

Names of pay items, estimated quantities and agreed prices:

Adjust Manholes, 2 Only @ $150.00 each $300.00
Total $300.00

Specifications, basis of measurement and other provisions: The work required will conform to the requirements established under the Specifications for Highway Construction, 1974 Edition, Section 628. Payment shall be per each at the above unit price and shall include all labor, materials, and equipment necessary to perform the work.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization . . . . . $ 139,[illegible]47

Present estimate of project cost, including $ 300.00 for work under this order $ 139,[illegible]47

Expected under-run / over-run (amount) . . . . . $ 0.00

Expected under-run / over-run (per cent) 0

Space to right of this line is for use of Salem Office

Submitted by: C. Buchanan Resident Engineer
Chief Indspr.

Approval Recommended: Robert E. Royer Division Engineer

Approval Recommended: ..... Construction Engineer or Bridge Engineer

Signed C. C. Credvi Contractor

C. C. Credvi

Approved: O. B. Jackmond Deputy State Highway Engineer / Assistant State Highway Engineer or Office Engineer.

3-28-78

For Constr.

BP-79603-734

Form 20-154-1168

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8630

APPLYING TO CONTRACT PROJECTS

Order No. 1

Section Oceanside Beach State Wayside Date November 28 22, 19 77

Highway ------ F.A.P. No. EDA 07-51-26880

County Tillamook Prefix 29-8205 Account No. 270-01

Description of Work To Be Done: Purchase the building permits necessary to construct the project.

Location by Station Numbers: 'L' 19+50 Lt.

Estimate of Quantities and Costs:

Building Permits.....$200.00

Explanation: This is an anticipated item with funds set up in the project authorization. The special provisions state that the State will obtain and pay for all plans, inspections, and permits required by State and local agencies that may be required in order for the contractor to begin construction on the project. This makes this order necessary.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 138,922.47
Present estimate of project cost, including $ 200.00 for work under this order	$ 138,922.47
Expected under-run / over-run (amount)	$ 0.00
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: Chet Anderson, Resident Engineer

Approval Recommended: Robert E. Rose, Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved: Construction Engineer

12-1-77

SP-7068-738

8630

9

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
PARKS AND RECREATION BRANCH
525 TRADE STREET S.E., SALEM, OREGON 97310

December 1, 1977

TO: State Parks and Recreation Advisory Committee

FROM: David G. Talbot
State Parks Superintendent

SUBJECT: Round II, Local Public Works Capital Development Program - Economic Development Administration

Under Round II of the Public Works program through EDA, the State Parks Branch was allocated $1,250,000 for six projects. These projects were at Wolf Creek Tavern, Shore Acres State Park, Beverly Beach State Park, Cape Meares State Park, Oceanside Beach State Wayside, and Manhattan Beach State Wayside.

EDA requirements were that on-the-job construction must begin within 90 days of receipt of the grant offer, and that 10% of the grant amount must go to minority business enterprises for either work performed or materials supplied. Contracts have been awarded for Wolf Creek Tavern, Oceanside, and Manhattan Beach. Bids were opened for Shore Acres and Beverly Beach, but were too high and failed to meet the MBE requirement and were rejected. These projects will be rebid for bid openings on December 14. Advertisements for bids for Cape Meares failed to receive any bids. This project will be rebid pending a waiver of the 90-day construction from EDA.

This matter will be on the agenda for the December 15 meeting of the Committee.

DGT:dlw
cc: Robert Burco
Fred Klaboe
Janet McLennan
George Bell

NOTED
F. B. KLABOE

F8630

8

FORM 81.734.2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ROW 18-4

December 1, 1977

Salem OR 97310

FROM: Phil Preston
Utility Special Studies Engineer

TO: C. W. Head, Manager
Commission Services

B U I L D I N G

SUBJECT: Electric Service Agreements
Tillamook Peoples Utility District
Manhattan Beach State Wayside
& Oceanside State Wayside
Tillamook County, Oregon

MISC. CONTRACTS and AGREEMENTS No. 6389

Here, for your files, in one copy each of two fully executed Electric Service Agreements between the State and Tillamook Peoples Utility District for the above named projects.

Since the provisions of these agreements, among other things, provide that the State will issue the District an appropriate permit, Mr. Hagemann will distribute the originals of the permits and the agreements to the District and copies to other interested parties.

PP:db
attc.
cc: David Talbot
John Hollingsworth
J. F. Hagemann

12-7-77
Both agree.
noted in
agree book
fw

NOTED
C. W. HEAD

8630

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

PARKS AND RECREATION BRANCH

525 TRADE STREET S.E., SALEM, OREGON 97310

September 29, 1977

Mr. Don Gould
Economic Development Administration
Construction Management Division
1700 Westlake Avenue N.
Seattle, WA 98109

Dear Mr. Gould:

Oceanside Beach Wayside
EDA Project #07-51-26880

A recent survey of the subject project revealed a need for more intensive evaluation of the archeological significance of the site. We have a research proposal submission from Oregon State University to do the necessary archeological evaluation work. To cover the cost of this evaluation, we would like to amend the line item estimated costs on Attachment No. 1 of the Offer of Grant package.

We hereby request the transfer of $1000 from Construction and Project Improvement Labor to the Administrative Expense line for the purposes of archeological salvage work.

Upon approval of this request we are prepared to initiate a contract for salvage with Oregon State University. Your favorable consideration is requested.

Very truly yours,

Larry Jacobson, Assistant
State Parks Superintendent

LJ:aw

PROJECT MANAGEMENT

PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☑ OPE ☐

SEP 30 1977

File: PM FA LG OP

TAA _____

8630

8

September 19, 1977

Netarts-Oceanside Sanitary District
P. O. Box 102
Netarts, OR 97143

MISC. CONTRACTS AND AGREEMENTS No. 6314

Gentlemen:

Attached for your records is a fully executed copy of an agreement allowing the State to connect the sewage facilities at the proposed Oceanside Beach State Wayside in Tillamook County into the Netarts-Oceanside Sanitary District sewage system.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc David Talbot Attn: Ray Leavitt
(xerox copy of agreement attached excluding Exhibit A)

(#1) 8630

9

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

June 16, 1977

TO Executive Department
Federal Aid Coordination Unit

Clatsop-Tillamook Intergovernmental Council
P. O. Box 488
Cannon Beach, OR 97110

FROM D. E. Swan
Federal Aid Engineer

RECEIVED
STATE HWY ENGR
JUN 17 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

SUBJECT Notice of Intent for EDA Funds
State Admin. Dist. No. 1
Section: Oceanside Beach Access. Dev.
Highway: -
County: Tillamook

In accordance with the requirements of Circular No. A-95 of the Bureau of the Budget of the U.S. Government, attached are Notices of Intent for the subject project for your review and comment.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be July 15, 1977.
If additional information is desired, please contact Larry Jacobson phone 378-5015.

BLG: dmc
Attachments

cc: H. S. Coulter ✓
D. G. Talbot
J. H. Versteeg
R. E. Royer
J. B. Boyd
Gary Potter

Region Engineer: John Sheldrake
District Engineer: E. L. Everton
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

Please use Reference Code PKS-3 for return correspondence.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	PKS-3	Page One

02	12] APPLICANT [45] Oregon Dept. of Transportation	46] DIVISION [79] Parks & Recreation			
03	12] APPLICANT ADDRESS STREET [45] 525 Trade St. SE	46] CITY [60] Salem		76] ZIP [80] 97310	
04	12] CONTACT PERSON [45] Larry Jacobson	46] AREA CODE [48] 503	49] PHONE [55] 378-5015	56] EXTENSION [59]	
01	12] PROJECT TITLE [71] Oceanside Beach Access Dev.				
11	12] PROJECT LOCATION—CITY Oceanside	PROJECT LOCATION—COUNTY Tillamook	PROJECT LOCATION [79] SEC: 13 T: 1 S R: 10 W		
05	SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK) Project includes paved road and parking for 58 vehicles, restroom, and				
06	12] [71] walkways at Oceanside State Wayside on existing state ownership.				
07	12] [71]				
08	12] [71]				
09	12] [71]				
10	12] [71] This is a State Parks Project.				

12	AMOUNT REQUESTED—FEDERAL FUNDS	NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	$150,000					$150,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45]	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79]
14	12] FEDERAL PROGRAM TITLE [71] Local Public Works Capital Dev. & Invest. Program	
15	12] FEDERAL AGENCY NAME [45] U.S. Dept. of Commerce	46] FEDERAL SUB-AGENCY NAME [79] Economic Dev. Administration

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes [X] 29 No [ ] 30 Date: June 16, 1977	Yes [X] 31 No [ ] 32	Yes [X] 33 No [ ] 34	Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42]	43] DAY [44]	45] YEAR [46]
	July	15	1977

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☐ Yes ☒

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☒

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) P. L. 94-369 Sec. 107

V. Has funding agency been notified? No ☒ Yes ☐ Date:

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

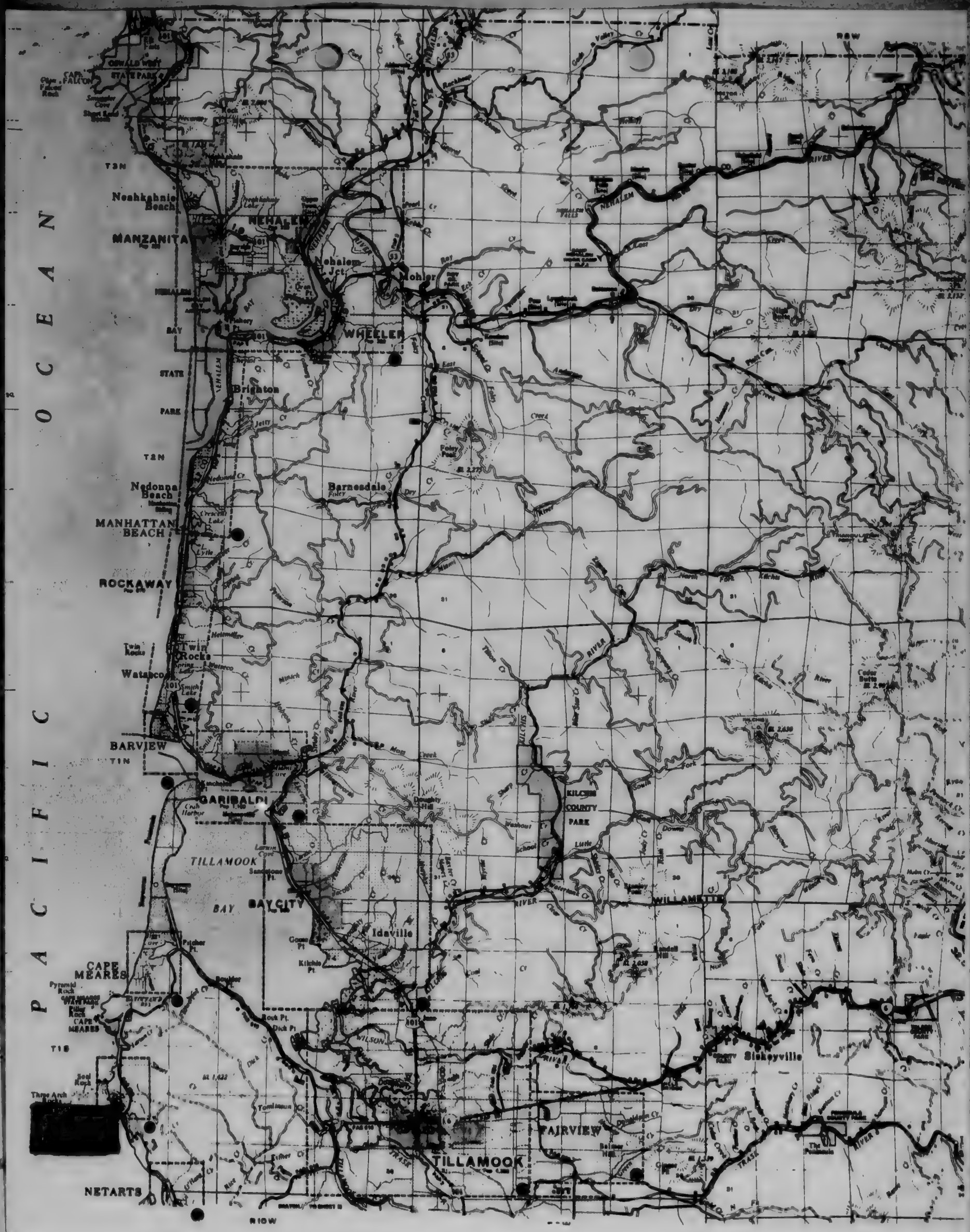
(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL
First Year	%___	$	%___	$	%___ $
Second Year	%___	$	%___	$	%___ $
Third Year	%___	$	%___	$	%___ $

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS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Twin Rocks
Watseco
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TILLAMOOK BAY
BAY CITY
Idaville
CAPE MEARES
Barnesdale
Foley Peak
KILCHIS COUNTY PARK
WILLAMETTE RIVER
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.B631 Meadow Creek Bridge Sec. 1 1977
of Hwy. 18 nr. so
of La Grande (Grade, pave & struc.

CRC 6393 10-7-77

8631

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109

(206) 442-7000

March 22, 1979

Mr. C.T. Keasey
Construction Engineer
Oregon Department of Transportation
Highway Division
Oregon Transportation Building
Salem, Oregon 97310

RECEIVED
MAR 26 1979
CONSTRUCTION BRANCH

Re: EDA Project Number 07-51-26989
Meadow Creek Bridge

Dear Mr. Keasey:

Our records show that construction of the project referenced above should be complete. Please be advised that the following material (except for the results of the Warranty Inspection) must be submitted to the EDA Regional Office before this project can be closed out:

1. The ending date of the project warranty.
2. Five copies of the Final Audit Report (increase of one from the audit instructions), one copy of the audit invoice, and two copies of any communication of material weaknesses in the internal accounting control. (This material should be provided in accordance with the Audit Instructions for Local Public Works Grants.)
3. The results of the Warranty Inspection for those projects not involving force account. (See paragraph 34 of the Engineering and Construction Guidelines.)

If you have any questions concerning this matter, please call Mr. Harvey Campbell in Seattle at (206) 442-7000.

Sincerely,

Ross B. Manley
Chief, Public Works

3-26-79
Original to Ken Keasey
cy to [illegible]
file

Enclosures

NOTED
RICHARD UNREIN

STATE OF OREGON
Department of Transportation

INTEROFFICE MEMO

8631

ACC 5-2

TO: George Renner
State Division of Audits

DATE: October 31, 1978

FROM: Merl Whiteman
Finance Branch

SUBJECT: Audit Arrangements for EDA Grants

U.S. Department of Commerce, Office of Audits, has requested (attachments) that approved audit proposals or engagement letters be provided no later than November 13, 1978 for the following EDA Grant Projects:

Bear Creek Bridge #075126879
No. Powder River Bridge #075126988
Willamette Overflow Bridge #075127050
Shores Acres #075103643

As you will recall, we previously discussed the audit requirements associated with the acceptance of Federal Grants. At that time you stated the State Division of Audits would perform the necessary grant audits in conjunction with the regular audits of the Oregon Department of Transportation. Based upon this commitment we advised the U.S. Department of Commerce, Seattle Office, of this arrangement (see attachments). We also indicated that an audit schedule would be provided to them as soon as it was available.

Enclosed are copies of portions of the "Audit Instructions For Local Public Works Grants" that you requested today, which corresponds to the audit instruction references mentioned in the attached memos from the U.S. Department of Commerce, Office of Audits.

Please take appropriate action to meet the requirements of the U.S. Department of Commerce as they relate to the EDA Grant Projects listed above.

Additional information or questions should be directed to Paul Hatcher, Room 406 Transportation Building, Phone 378-2872.

Thank you for your cooperation.

MW:PH:cm

Attachments

cc/att.: F.B. Klaboe
H.S. Coulter
Dave Moehring
C.T. Keasey
Vern Skoog
Dave Talbot
Dick Unrein

125-1387

8631

8

September 20, 1978

American Fidelity Fire Insurance Co.
c/o Dennis V. Gilbert
Northwest Bonding Agency
P. O. Box 1448
Beaverton, OR 97005

Gentlemen:

On September 13, 1978, we wrote to you concerning release of final payment on Contract No. 8631 awarded to Douglas S. Coats Construction for the Meadow Creek Bridge on the Ukiah-Hilgard Highway in Union County.

Final payment on this contract is $11,295.13 and the total contract amount is $229,997.14. No work was performed under force account.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

kkr

cc: Douglas S. Coats Construction
P. O. Box 311
Bend, OR 97701

bc: C. T. Keasey
Walt Hart
W. E. Schwartz

2831

341

Salem, Oregon
September 7, 1978

[redacted]
Duane O. Christensen
Final Design

Joseph Schlieski
Resident Engineer

Meadow Creek Bridge
[redacted]
Union County

This is to acknowledge your Construction Narrative Report on the subject project.

It appears no problems were encountered except the encountering of bedrock on the toe trench excavation. We concur in the way this problem was handled on construction.

LKW:ab
cc: C. T. Keasey
W. E. Schwartz

1 Versteeg ✓ ab.
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
SEP 07 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

Prepare LTR of acknowledgement for

REFERRED TO
Beard Stoudenmeyer
Cole Semple
Eriksen Watson
Heger Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

CONSTRUCTION NARRATIVE REPORT

Subject: Meadow Creek Bridge
Ukiah - Hilgard Highway
Union County

Contractor: D. S. Coats, Const.
Contract: 8631
Work: Grading, Paving & Struct.

The contract was awarded on Nov. 15, 1977 with work commencing on Dec. 12, 1977. First work was to precast 4 columns for Stage 1 Construction.

Bridge Construction:

Contractor precast 4 columns for Stage 1 construction, taking the chane that he would encouner bed rock as per plan. This worked out okey as bedrock was encountered at plan elevation or above.

Elevations of footings for Lt. side columns are above plan elevation and full depth in solid rock.

Elevation for center column footings is at plan grade + or - 0.5'.

Elevation of Rt. side columns is, Bt. 1, plan elevation, Bt.2, above plan elevation and full depth in rock.

No problems encountered in construction of footings, columns, and walls.

Design Error:

Beams were constructed with out part of steel in the top mat, this was compensated for by pouring a 4" deck with rebar in place, as per PA.#1.

All bridge construction accomplished with no undue problems.

Road Construction:

Roadway construction was started on March 23, 1978 with backfilling of Bridge Bents and excavation of Toe Trench.

Toe trench excavation underrun by 78% due to encountering solid material or bedrock that would better be left undisturbed and used as RipRap or Toe trench as needed. This was agreeable to contractor as it was rough on equipment to try excavating this material.

P.A. #2 was written to allow cont. to be paid emb. in place to make up for lack of pay on toe trench excavation.

Fill material was mostly 6"-0 dice rock from quarry, plus toe trench excavation. Fill was constructed with no undue problems in two Stages, Rip Rap was hauled from quarry plus excavated from Toe trench and structure excavation.

Base rock was obtained from U.S.F.S. pit and crushed by Seibert Const., this material was shy of ¾"-0.

Contractor tried to correct problem by adding ¼"-0 material, this helped in some respects but also hindered in others as too much material passed 3/4" screen. Rock problem solved by reduction in price as per P.A.#5.

Paving was completed in one day and project was complete on 7-31-78.

Construction was completed in 239 days with no foreseen claims to be submitted by contractor.

Joseph A. Schlieski
Resident Engineer

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
AUG 18 1978
ENGINEERING SECTION

Trout

Do Not File ☐
Return To
Bring Up ___/___/___
Action

STATEMENT OF OVERRUNS AND UNDERRUNS

Meadow Creek Bridge

Ukiah - Hilgard Hwy
Contract 8631

Union County
EDA-07-51-26989

Item	Original Amount	Semi-Final Ext.	Percent +/-
Contract Bid Items	$209,150.00	$176,568.55	-15.6%
Anticipated Items	$ 3,100.00	$ 0.00	-100%
Contingencies	$ 9,551.25	$ 0.00	-100%
Engineering	$ 19,102.50	$ 19,102.50	0
Increased Project Authorization	$ 13,338.75	$ 0.00	-100%
Price Agreements			
1. Deck overly and rail Adjustment		$ 23,890.00	
2. Document Delete 1"-0 Aggergate Base, change to 1½"-0 Aggergate Base.		$ 21,600.00	
3. Documant Decrease in Quantity, Embankment in Place		$ 8,336.50	
4. Document use of 1 (one) material reciept per shift.		$ 0.00	
5. Price Reduction for NoN Spec. Rock		-$. 179.01	
State Force Orders			
1. Temporary and Permenent Striping		$ 200.00	
2. Transport Salvaged Material		$ 500.00	
Adjustments			
24A Structural Concrete		-$ 14.40	
26A Reinforcement		$ 12.00	
Total Project Authorization	$254,242.50	$250,016.14	-1.7%

Meadow Creek Bridge
Contract #8631
Overruns and Underruns

Item No.	Item	Unit	Contract Quantity	Final Quantity	Percent + or -
1.	Mobilization	Lump Sum	100%	100%	0
2.	Temporary Protection and Direction of Traffic	Lump Sum	100%	100%	0
3.	Temporary Signs	Sq.Ft.	130	124	-4.6%
		All required to complete work. In a safe manner			
4.	Temporary Continuous Rail Traffic Barriers, Reflectorized	LinFt.	250	275	+10.0%
		Extra length needed for Traffic protection.			
5.	Temporary Guard Rail, Type 1A	Lin.Ft.	100	90	-10.0%
		All requied to complete job in safe manner.			
6.	Flagmen	Hour	200	174	-13.0%
		All hours required to complete job in safe manner.			
7.	Removal of Structures and Obstructions	Lump Sum	100%	100%	0
8.	Toe Trench Excavation	Cu.Yd.	1600	352.6	-78%
		Bedrock encountered in strean bed was best left undisturbed for toe trench and Rip Rap.			
9.	Finishing Roadbed and Slopes	Lump Sum	All	100%	0
10.	Watering	M-gal.	40	0.70	-98.3%
		Contractor elected not to use a measurable water container so no volume was available. Contractor used a pump and hose to supply water.			
11.	Emulsified Asphalt in Watering.	Gal.	200	110	-45%
		All required to Complete Stage 1 .			
12.	1"-0 Aggregate Base	Cu.Yd.	950	Deleted by P.A. # 2	
13.	Class 'C' Asphalt Cemente	Ton	250	367.65	+47.1%
		Extra asphalt used in wider flares, longer tapers and $\frac{1}{4}$ - $\frac{1}{2}$ " extra depth.			

Contract #8631
Overruns and Underruns

Item No.	Item	Unit	Contract Quantity	Final Quantity	Percent + or -
14.	Guard Rail, Type 2A	Lin.Ft.	200	213.5	+6.8%
		All required to complete project.			
15.	Guard Rail, Type3	Lin.Ft.	100	112.5	+12.5%
		Extra rail installed due to paying for transition section being paid as Type 3.			
16.	Guard Rail Anchors, Type 1	Each	4	4	0
17.	Rail End Pieces, Type A	Each	1	1	0
18.	Rail End Pieces, Type C	Each	3	3	0
19.	Loose Riprap, Class 700	Cu.Yd.	1,900	786.5	-58.6%
		Same reason as Item #8.			
20.	Fiber Filter	Sq.Ft.	10,000	4,275	-57.3%
		Same reason as Item #8.			
21.	Bridge Removal Work	Lump Sum	100%	100%	0
22.	Shoring, Cribbing, Etc.	Lump Sum	100%	100%	0
23.	Structure Excavation	Cu.Yd.	280	221.1	-21.0%
		All required for excavation, some footins raised due to hitting solid rock.			
24.	Structural Concrete, Class 3300	Lump Sum	100%	100%	0
25.	95'/100' Prestressed Box Beams	Each	9	9	0
26.	Reinforcement	Lump Sum	100%	100%	0
27.	Metal Rail with channel	Lin.Ft.	200	200	0

E. MERL WHITEMAN

STATE OF OREGON
Department of Transportation - Finance Branch

INTEROFFICE MEMO

ACC-5-2

8631

TO: Fred Klaboe, Scott Coulter, C. T. Keasey and Dave Talbot

DATE: August 31, 1978

FROM: E. Merl Whiteman, Manager Finance Branch

SUBJECT: EDA Project Audits

Mr. Keasey's memo of August 9, 1978 outlined the problem of conducting an audit of EDA Projects. Subsequent to receiving the memo Messrs. Burco, Klaboe, Coulter, Streun and Whiteman met to discuss and make a decision as to a solution. That discussion brought to light the fact that the EDA Grants were never discussed with the ODOT Finance Branch. The Internal Audit Section is not staffed to perform these kinds of audits so alternatives were considered.

We have agreed that the best alternative would be for the State Division of Audits to audit EDA Grants concurrent with their audit of the Highway Division and Parks Branch.

Attached is a letter to the Economic Development Administration in Seattle which outlines our proposal.

We will keep you advised of future developments.

EMW:kr
cc: Don Streun
Don Henry
Vern Skoog

81-125-1387

8631

E. MERL WHITEMAN

Department of Transportation

Finance Branch 378-6810
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 31, 1978

U.S. Department of Commerce
Economic Development Administration
1700 Westlake Ave. N.
Suite 500
Seattle, WA 98109

Attention: Donald Gould

Dear Mr. Gould:

As you know, we have several projects in the Oregon State Highway Division and the Parks Branch which are funded by the Economic Development Administration.

The Grant agreements provide for audits. Your audit instructions for local Public Works Grants, Second Edition of March 1978, provides that audits will normally be performed by public audit organization. One of the requirements of a "Public Auditor" is that he be independent of the grantee organization performing the grants. The same audit instructions allows the state and local government audit organizations, in the course of their routine biennial audit of the grantee, to audit local Public Works Grants.

In the Oregon Constitution the Secretary of State is designated as auditor of public accounts. The law requires the Secretary of State to audit the accounts and financial affairs of all State agencies not less often than once every three years. Federal grants are audited at the same time the agency audit is conducted.

With this background, we are taking this means to inform you that we will be planning with the State Division of Audits to have audits made of local Public Works Grants as a part of the regular audit of the Highway Division and Parks Branch for the period July 1, 1976 to June 30, 1978.

A schedule of dates will be provided to you as soon as we can jointly prepare them.

continued

Name and phone numbers of State personnel involved in these matters are as follows:

E. Merl Whiteman
Manager, Finance Branch
Oregon Department of Transportation
Phone # 503-378-6810

Vern Skoog
Controller
Oregon Department of Transportation
Phone # 503-378-6808

George Renner
State Division of Audits
Oregon Secretary of State's Office
Phone # 503-378-3329

We will be looking forward to working with you.

Sincerely,

E. Merl Whiteman

E. Merl Whiteman
Manager, Finance Branch
Oregon Department of Transportation

Form 82-734-1384 (9-77)

8631

Oregon Department of Transportation
HIGHWAY DIVISION

PROJECT INSPECTION REPORT

Intermediate ☐
Final ☒

Project Name				Contract No.
Meadow Creek Bridge				8631
Highway			County	Prefix No.
Ukiah-Hilgard			Union	31-8206
Contract Time Elapsed 100 %	Contract Work Completed 100 %	Contract Work Quality satisfactory	Contract Work Progress satisfactory	F.A. Project No. EDA 07-51-26989 ✓
Inspection date Aug. 11, 1978		By R. D. Hector		
In company with J. A. Schlieski				

REMARKS
(Scope of inspection, Findings, Recommendations, Instructions, etc.)

The project is complete and the area cleaned up.

The bridge construction is of excellent quality.

(USE ADDITIONAL SHEETS AS REQUIRED)

NOTED
RICHARD UNREIN

FINAL INSPECTION CHECKLIST

7-31-78	Date opened to traffic or in operation
7-31-78	Date of Second Notification
--	Date Contractor's notice for semi-final inspection received
8-1-78	Date Contractor removed equipment, plant, etc.
8-4-78	Estimated submittal date of semi-final estimate
8-11-78	Recommended acceptance date of completed contract work

5

Original to: Construction Engineer
Copy to: Region Engineer
District Engineer
Resident Engineer
Project Mgt. (Final Only) ✓
FHWA (Final F.A. Only)
Project Engineer (If Applicable)

Signed _____

Title Region Construction Engineer

8631 Report #34

FORM 01-726-5001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Meadow Creek Bridge		WEEK ENDING: August 4, 1978
		SECTION PREFIX: 31-8206
HIGHWAY: Ukiah - Hilgard		COUNTY: Union
NAME OF JOB: Meadow Creek Bridge	KIND OF WORK: Grading, paving, structure	
CONTRACTOR: Douglas S. Coats Construction	CONTRACT NUMBER: 8631	FEDERAL AID PROJECT NUMBER: EDA 07-51-26989
DATE OF CONTRACT: November 15, 1977	DATE WORK STARTED: December 12, 1977	ESTIMATED COMPLETION DATE: July 1978
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 240	CALENDAR DAYS USED 239
PROJECT AUTHORIZATION: $ 254,242.50	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 99.6%
EXCLUSIVE OF ENGINEERING: $ 235,140.00	ENGINEERING AUTHORIZATION $ 19,102.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 237,603.75	ENGINEERING COST TO DATE $ 18,366.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99%
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	This week $230 PERCENT OF AUTHORIZATION 96 %	DATE PROJECT WAS COMPLETED: July 31, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100		100	100				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Blade, truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	3501A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 30	Clear & warm	1		
MONDAY 31	Clear & warm	1		Project completed this date.
TUESDAY 1		-		
WEDNESDAY 2		-		
THURSDAY 3		-		
FRIDAY 4		-		
SATURDAY 29	Clear & warm	1		

RECEIVED
AUG 7 1978
CONSTRUCTION BRANCH

Kessey K
Jackmond
Hopkins
Williams
Johnsen
Glenn

Richardt
Berg
Inlees
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 30	No Activity.
MONDAY 31	Completed placing shoulder rock, removed signs and cleaned up project. Project completed this day.
TUESDAY 1	
WEDNESDAY 2	
THURSDAY 3	
FRIDAY 4	
SATURDAY 29	No Activity.

REMARKS

STATUS: Project completed.

NEXT WEEK:

Semi-final well be completed on 8-9-78

SIGNED Joseph A. Schlieski LOCATION La Grande

Joseph A. Schlieski

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

Form 81-734-1384 (9-77)

8631

Oregon Department of Transportation
HIGHWAY DIVISION

341

RECEIVED
AUG 10 1978
CONSTRUCTION BRANCH

Mackey, Jeckmond, Hopkins, Williams, Johnson, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

Intermediate ☐
Final XX

PROJECT INSPECTION REPORT

Project Name				Contract No.
L Meadow Creek Bridge				8631
Highway [redacted]			County Union	Prefix No. 31-8206
Contract Time Elapsed 100 %	Contract Work Completed 100 %	Contract Work Quality Good	Contract Work Progress Satisfactory	F.A. Project No. EDA 07-51-26989
Inspection date August 3, 1978		By George Hopkins		
In company with Joe Schlieski				

REMARKS
(Scope of inspection, Findings, Recommendations, Instructions, etc.)

This is a good looking project with the exception of the handrail transition from the structure to the adjacent guardrail. Although this has been installed in accordance with the plans, it looks like a mistake. This transition could be considerably improved on future contracts by adjusting the difference in elevation over a longer distance.

Rail transition has been reviewed for future projects GHH

1 Versteeg, 2 Christensen, George, 3 Olson, Terpin, Sullivan, Scott, Savage

RECEIVED
AUG 18 1978
ENGINEERING SECTION

Trout, Do Not File ☐, Return To, Bring Up ___/___/___, Action

(USE ADDITIONAL SHEETS AS REQUIRED)

FINAL INSPECTION CHECKLIST

RECEIVED
AUG 17 1978
BRIDGE SECTION

_____ Date opened to traffic or in operation
_____ Date of Second Notification
_____ Date Contractor's notice for semi-final inspection received
_____ Date Contractor removed equipment, plant, etc.
_____ Estimated submittal date of semi-final estimate
_____ Recommended acceptance date of completed contract work

Original to: Construction Engineer
Copy to: Region Engineer
District Engineer
Resident Engineer
Project Mgt. (Final Only)
FHWA (Final F.A. Only)
Project Engineer (If Applicable)
Structures, Engineering

Signed George H Hopkins

Title _____

Cat. I, 1976
Rev. 11/10/77

#9631 5-25-78

CERTIFICATE AND ORDER
for
FILING ADMINISTRATIVE RULES WITH THE SECRETARY OF STATE

FILED
MAY 26 1978
SECRETARY OF STATE

I HEREBY CERTIFY that the attached copy is a true, full and correct copy of rule(s) adopted by the

Public Contract Review Board (Agency) on May 10, 1978 (Date)

to become effective upon filing (Date)

The within matter having come before the Public Contract Review Board (Agency) after all procedures having been in the required form and conducted in accordance with applicable statutes and rules and being fully advised in the premises:

NOW THEREFORE, IT IS HEREBY ORDERED THAT the following rule(s) be:
(List Rule Number(s) or Rule Title on Appropriate Lines Below)

		Temp.	Perm.
Adopted: (New Rules)	Oregon Department of Transportation 10% limitation exemption on Contract 8631; Meadow Creek Bridge on Ukiah-Hilgard Highway, Union County.	X	☐
Amended: (Existing Rules)			
Suspended: (Temporary Only)			
Repealed: (Existing Rules)			

RECEIVED
STATE HWY ENGR
JUN -2 '78
REFER TO
FOR
Info | Prves | B/D | B/R | Sign | Act | File

as Administrative Rules of the Public Contract Review Board (Agency)

DATED this 25th day of May, 19 78

By: James A. Redden (Authorized Signer)

Title: Chairperson

Statutory Authority: ORS 279

Subject Matter: Oregon Department of Transportation; 10% limitation exemption, Contract No. 8631 on Meadow Creek Bridge, Ukiah-Hilgard Highway in Union County.

RECEIVED
MAY 25 1978
LEGISLATIVE COUNSEL'S OFFICE

Statement of Need Attached: Yes [X] No [ ]

For Further Information Contact: Anna McNeil Phone: 378-4620

BEFORE THE PUBLIC CONTRACT REVIEW BOARD

OF THE STATE OF OREGON

In the matter of the exemption of the Oregon Department of Transportation from the 10% limitation of OAR 127-10.150 on Contract No. 8631.	)))))	CERTIFICATE OF ADOPTION OF TEMPORARY RULE

The Board finds that an exemption from the 10 percent limitation of OAR 127-10.150 on behalf of the Oregon Department of Transportation on Contract No. 8631 for the addition of a four-inch concrete deck overlay to the Meadow Creek Bridge on the Ukiah-Hilgard Highway in Union County will not encourage favoritism in awarding of public contracts, because the contractor is presently on site constructing the bridge, and the addition is an integral part of the construction which became necessary to restore structural integrity when it was discovered that some reinforcing steel had been inadvertently omitted from the contract specifications.

The Board further finds that the exemption will result in cost savings, because this addition is not independent of present construction and competitive bidding would, therefore, be futile; and because the present contractor is on site with men and equipment, the cost of duplicating the efforts of the present contractor would be prohibitive.

The Board further finds that the best interest of the Department and the public will be served by adoption of the exemption as a temporary rule and that failure of the Board to

act promptly will result in serious prejudice to the public interest and the interest of the Department because of the necessity for the work to continue so there is no interruption in traffic flow.

The Board hereby adopts the following exemption as a temporary rule pursuant to ORS 183.335(5).

The Oregon Department of Transportation is exempt from the 10 percent limitation of OAR 127-10.150(2) on a contract amendment for the addition of a four-inch concrete deck overlay to the Meadow Creek Bridge on the Ukiah-Hilgard Highway in Union County.

PUBLIC CONTRACT REVIEW BOARD

James A. Redden
Chairperson

Dated: May 25, 1978.

BEFORE THE PUBLIC CONTRACT REVIEW BOARD

OF THE STATE OF OREGON

In the matter of the exemption of the Oregon Department of Transportation from the 10% limitation of OAR 127-10.150 on Contract No. 8631.	)))))	STATEMENT OF NEED

The Public Contract Review Board on May 10, 1978, ratified a previously adopted temporary rule granting an exemption from the 10 percent limitation of OAR 127-10.150 on a contract amendment to the Oregon Department of Transportation for the Meadow Creek Bridge on the Ukiah-Hilgard Highway in Union County.

(a) Legal Authority: ORS 279.015(2).

(b) Need for Rule: A request for an exemption was received by the Board for the Oregon Department of Transportation. The exemption was needed for additional work on the Meadow Creek Bridge on the Ukiah-Hilgard Highway in Union County. After the contract had been awarded, it was found that some reinforcing steel had been omitted from the contract plans. the cost of the additional work was estimated at 11 percent of the original contract, and the exemption was needed in order to have the original contractor do the work so there would be no delay in the project.

(c) Documents Relied Upon: None.

By: Jim G. Russell

Jim G. Russell
Assistant Attorney General

Dated: May 25, 1978.

8631

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

AGENDA
MAY 30 1978
1h-7

DATE: May 22, 1978

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Meadow Creek Bridge, Ukiah-Hilgard Highway, Umatilla Co.
Contract No. 8631

This Economic Development Administration (EDA) project to replace the Meadow Creek Bridge was awarded on November 15, 1977 and is now 45 percent complete.

Shortly after award of the contract, it was found that some reinforcing steel had inadvertently been omitted from the contract plans. In order to provide the required structural integrity, it was necessary to add a four-inch concrete deck overlay. The cost for adding this work is $23,890.00, a 9.9 percent increase above the original project authorization.

An increase in project authorization of $13,338.75 is requested, which will result in a new total project authorization of $254,242.50. There are sufficient EDA funds budgeted to cover this increase and EDA approval has been obtained.

This matter will be on the Consent Calendar for your consideration at the May 30 meeting.

OBJ:fr ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
C. T. Keasey
V. E. Skoog
W. E. Schwartz
George Bell

8631

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109

(206) 442-7000

April 24, 1978

Mr. C. T. Keasey
Construction Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Keasey RECEIVED Richards W
Jackmond Berg
Hopkins APR 28 1978 Inloes
Williams Widmer
Johnson CONSTRUCTION Gebauer
Glenn BRANCH Church

Re: EDA Project Number 07-51-26989
Meadow Creek Bridge

Dear Mr. Keasey:

In reference to your letter of March 28, 1978, requesting a project budget revision, EDA has reviewed and approved the request, effective April 20, 1978.

We have enclosed the new approved budget (Form ED-508). As you have previously been advised, expenditures are not to exceed any budget line item without prior EDA approval.

Sincerely,

David T. Wilocki

FOR Donald L. Gould
LPW Division

Attachment: Form ED-508

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
MAY - 1 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

4-28-78
cys to: Coulter ✓
Shaw
Harding

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

EDA Project No. 07-51-26989 State Oregon County Union Co.

Line Items	Previous	Approved Revision
Administrative Expense	$	$
Architectural/Engineering (Updating and/or completion of Plans and Specifications)		
Other Architectual Engineering Fees		
Project Inspection Fees	19,103	8,960
Relocation Expenses		
Relocation Payments to Individuals and Businesses		
Demolition and Removal		
(a) Labor		
(b) non-Labor		
Construction and Project Improvement		
(a) Labor	73,202	87,536
(b) non-Labor	135,948	145,504
Equipment		
Contingencies	13,747	-0-
Total Estimated Costs	$242,000	$242,000

Remarks:

Effective Date: April 20, 1978.

8631

9

ROBERT W. STRAUB

PUBLIC CONTRACT REVIEW BOARD

100 STATE OFFICE BUILDING • SALEM, OREGON • 97310 • Phone 378-4256

April 5, 1978

TO: PCRB Members

FROM: James A. Redden
Chairperson

SUBJECT: Meadow Creek Bridge, Contract No. 8631
exemption from 10% limitation of
Rule 10.150(2)

The Board has received a request from the Oregon Department of Transportation for an exemption from the 10 percent limitation of Rule 10.150(2) for additional work under Contract No. 8631. The exemption would allow for the addition of a four-inch concrete deck overlay to the Meadow Creek Bridge. A copy of the request is enclosed.

The Chair, pursuant to Rule 30.040, proposes to grant this exemption by unanimous consent unless any member of the Board notifies me of possible objections within seven days of this letter. If there are objections, I would appreciate being contacted by telephone.

am
Enclosure
cc: Legislative Counsel
H. S. Coulter

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Info | Insp | R/D | D/R | Sign | Att | File

4-6

Oregon Department of Transportation
Meadow Creek Bridge
10% Limitation Exemption
(Proposed Temporary Rule)

The Oregon Department of Transportation is exempt from the 10 percent limitation of OAR 127-10.150(2) on a contract amendment for the addition of a four-inch concrete deck overlay to the Meadow Creek Bridge on the Ukiah-Hilgard Highway in Union County.

8631

March 31, 1978

Public Contract Review Board
100 State Office Building
Salem, OR 97310

Gentlemen:

Meadow Creek Bridge
Contract No. 8631
Added Bridge Deck Overlay

In accordance with Rule 10-160, application is hereby made on behalf of the Oregon Department of Transportation for exemption of certain additional work under this contract which will exceed the 10 percent limitation of Rule 10.150(b).

(a) This contract is to provide a new concrete bridge over Meadow Creek on the Utiah-Hilgard Highway in Union County. The contract was awarded in November 1977 and is expected to be completed by early summer of this year.

(b) The contract amount is $209,150.00. Shortly after award of the contract, it was discovered that some reinforcing steel had been inadvertently omitted from the contract plans. In order to provide the required structural integrity, it is necessary to add a four-inch concrete deck overlay. The stage construction on this project requires the contractor to construct approximately one-half of the new structure adjacent to the existing structure, then place traffic on the new structure to allow removal of the existing structure and completion of the new structure. It is therefore inappropriate to have this work performed by a separate contract. We have secured a reasonable price from the present contractor to perform this work.

(c) The estimated cost of the added work is $23,890.00, or 11 percent of the contract amount. This is an Economic Development Administration (EDA) project and sufficient funds were budgeted with the EDA to cover this added work.

Your consent is respectfully requested to exceed the 10 percent pricing limitation.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:fr ia

bc C. T. Keasey
J. L. Sollis
W. E. Schwartz

8631

9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 28, 1978

U. S. Department of Commerce
Economic Development Administration
1700 Westlake Avenue North
Seattle, WA 98109

Attn: Mr. Bill England
Project Management Specialist
Civil Rights Division

Re: Request for Budget Revision
EDA Project No. 07-51-26989
Contract No. 8631

Gentlemen:

We request a budget line item revision for the subject project, as shown on the attached copy of the approved budget. (Form ED-508.)

A copy of the change order modifying the project work is also attached.

Very truly yours,

ORIG. SIGNED BY
WARREN RICHARDS

C. T. Keasey
Construction Engineer

CTK:mk

Attach.

bc: H. S. Coulter
V. E. Skoog
D. H. Moehring
Gareld Inloes

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

Meadow Cr. Bridge

EDA Project No. 07-51-26989 State Oregon County Union Co.

Line Items	Previous	Approved Revision	Requested Revisio
Administrative Expense	$	$	
Architectural/Engineering (Updating and/or completion of Plans and Specifications)			
Other Architectual Engineering Fees			
Project Inspection Fees	25,000	19,103	8,960
Relocation Expenses			
Relocation Payments to Individuals and Businesses			
Demolition and Removal			
(a) Labor			
(b) non-Labor			
Construction and Project Improvement			
(a) Labor	76,675	73,202	87,536
(b) non-Labor	131,658	135,948	145,504
Equipment			
Contingencies	16,667	13,747	-0-
Total Estimated Costs	$250,000	$242,000	242,000
Remarks:			
EDA Direct Grant	242,000	242,000	242,000
Grantee/Borrower's	8,000	-0-	-0-
Total Project Cost	250,000	242,000	242,000

Effective Date: February 24, 1978.

Form 31-734-1150 (Rev. 8-73)

OREGON STATE HIGHWAY DIVISION

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Meadow Creek Bridge Date March 1, 19 78

Highway Ukiah - Hilgard Contract No. 8631

County Union Prefix 31-8206

Contractor Douglas S. Coats Construction F. A. Project No. EDA-07-51-26989

Address P.O. Box 311; Bend, Oregon 97701 Price Agreement No. 1

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

1. Construct concrete deck overlay.
2. Adjust metal rail height to deck overlay and cope end posts to clear anchor bolts.

Locations by station numbers:

"L" 666+60

Names of pay items, estimated quantities and agreed prices:

Pay Item	Quantity	Agreed Price
Deck Overlay & Rail Adjustment	Lump Sum	$23,890.00

Specifications, basis of measurement and other provisions:

1974 Standard Specifications for Highway Construction. Bridge Dwg #B-763 & letter dated 1-18-78. Corner guardrail post modification dwg dated 2-8-78. Lump sum payment for all work - including temporary signing, flagging, and mobilization. Deck bonding agent to be sprayed on epoxy in lieu of neat cement grout.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

		Spare to right of this line is for use of Salem Office
Project authorization	$ 240,903.75	
Present estimate of project cost, including $ 23,890.00 for work under this order	$ 254,242.50	
Expected ~~under-run~~ over-run (amount)	$ 13,338.75	
Expected ~~under-run~~ over-run (per cent)	5.54	

Submitted by: Joseph A. Schlieski Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Signed Douglas S. Coats Construction Contractor

Approved: O. B. Jackmond ~~Deputy State Highway Engineer, Assistant State Highway Engineer or~~ Office Engineer

3-28-78

For Constr.

BP-70603-734

8631

9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 27, 1978

U. S. Department of Commerce
Economic Development Administration
1700 Westlake Avenue North
Seattle, WA 98109

Attn: Mr. Bill England
Project Management Specialist
Civil Rights Division

Re: EDA Project 07-51-26988
State Contract 8623
North Powder Bridge

EDA Project 07-51-26989
State Contract 8631
Meadow Creek Bridge

Gentlemen:

Form ED-113A (40% completion) for the referenced projects was submitted to you March 20, 1978.

This letter is to explain why the original grant amount was not used to compute the project 40% completion.

The contract amount of both projects under-ran the original grant amount by 22% for project 07-51-26988; and 14% for project 07-51-26989. Due to these under-runs, the completed contract work status must be computed by using the contract amount.

Forty per cent of the actual construction project work is computed as follows:

Project 07-51-26988:
(Construction Amount, $126,720) x 40% = $50,688
Grant Amount = $165,000

Project 07-51-26989:
(Construction Amount, $209,150) x 40% = $83,660
Grant Amount = $242,000

Very truly yours,

C. T. Keasey
Construction Engineer

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
MAR 28 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Ass't

CTK:mk

bc: H. S. Coulter
Gareld Inloes

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8631

9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 20, 1978

U. S. Department of Commerce
Economic Development Administration
1700 Westlake Avenue North
Seattle, WA 98109

Attn: Mr. Bill England
Project Management Specialist
Civil Rights Division

Re: EDA Project 07-51-26989
State Contract 8631
Meadow Creek Bridge

Dear Mr. England:

Enclosed is ED-530, Part B, for the subject project.

The minority subcontractor, Hopsing Construction, Inc., is the only proposed minority subcontractor for this project. This agreement for $25,700 is 10.6 percent of the original grant.

Very truly yours,

C. T. Keasey
Construction Engineer

MS:mk

Attach.

bc: H. S. Coulter
Gareld Inloes

RECEIVED
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REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H.S. COULTER

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109

(206) 442-7000

February 28, 1978

Mr. D. H. Moehring
Oregon Department of Transportation
207 Transportation Bldg.
Salem, Oregon 97310

Re: EDA Project Number 07-51-26989
Meadow Creek Bridge

Dear Mr. Moehring:

In reference to your letter of February 14, 1978, requesting a project budget revision, EDA has reviewed and approved the request, effective February 24, 1978. .

We have enclosed the new approved budget (Form ED-508). As you have previously been advised, expenditures are not to exceed any budget line item without prior EDA approval.

Sincerely,

David L. Witschi

FOR Donald L. Gould
LPW Division

Attachment: Form ED-508

3/3/78
copy to C. T. Kelsey
V. E. Skoog

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
MAR 3 1978
File: PM FA LG OP
TAA

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

Meadow Ck. Bridge

EDA Project No. 07-51-26989 State Oregon County Union Co.

Line Items	Previous	Approved Revision
Administrative Expense	$	$
Architectural/Engineering (Updating and/or completion of Plans and Specifications)		
Other Architectural Engineering Fees		
Project Inspection Fees	25,000	19,103
Relocation Expenses		
Relocation Payments to Individuals and Businesses		
Demolition and Removal (a) Labor (b) non-Labor		
Construction and Project Improvement (a) Labor	76,675	73,202
(b) non-Labor	131,658	135,948
Equipment		
Contingencies	16,667	13,747
Total Estimated Costs	$250,000	$242,000

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
MAR 3 1978
File: PM FA
TAA LG OP

Remarks:

EDA Direct Grant	242,000	242,000
Grantee/Borrower's	8,000	-0-
Total Project Cost	250,000	242,000

copy to: V.E. Skoog
C.T. Kersey

Effective Date: February 24, 1978.

February 14, 1978

Mr. Donald L. Gould
LPW Division
Economic Development Administration
1700 Westlake Avenue North
Seattle, WA 98109

SUBJECT: EDA Project No. 07-51-26989
Meadow Creek Bridge
Ukiah-Hilgard Highway

Dear Mr. Gould:

I hereby certify that the $8,000.00 of ODOT funds withdrawn from the subject project will be applied to a construction project compatible with the LPW Program.

Very truly yours,

ORIGINAL SIGNED BY
D. H. MOEHRING
D. H. Moehring, Manager
Office of Project Management

DHM:ljt

5

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109
(206) 442-7000

January 31, 1978

Mr. D. H. Moehring
Office of Project Management
207 Transportation Building
Salem, Oregon 97310

Re: EDA Project Number 07-51-26989
Meadow Creek Bridge

Dear Mr. Moehring:

This is in reference to your letter of January 19, 1978. We regret that you object in principle to our request for certification that grantee funds not used for the funded LPW project will be used for another project compatible with the LPW Program.

In accordance with paragraph 24-B of "Engineering and Construction Guidelines for the Local Public Works Capital Development and Investment Program," "Underrun funds from an approved project shall be divided between EDA and the Grantee in the same proportion as both contributed funds to the project."

EDA's policy for Round II projects has since been modified to permit a grantee to with draw its total share of the project cost in the event of an underrun, but only if "the grantee can attest to the appropriate use of the funds proposed to be withheld from the LPW project. This means that the local funds must have been or will be used for a project or projects whose purpose is compatible with the LPW Program, that is, it is a public works project which could meet the eligibility requirements for LPW projects set forth in the guideline."

In the event such a certification cannot be obtained, the provisions of paragraph 24-B would still be in effect and the underrun would be divided proportionally.

If you should have any questions don't hesitate to call Bill England at 442-7000.

Sincerely,

Donald L. Gould
LPW Division

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
FEB 7 1978
File: PM FA
TAA _____ LG OP

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109

(206) 442-7000

Janaury 24, 1978

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☐ FAE ☑ CTE ☐
FEB 1 1978
File: PM FA
LG OP
TAA

Mr. D. H. Moehring
Project Management Branch
207 Transportation Bldg.
Salem, Oregon 97310

Re: EDA Project Number 07-51-26989
Meadow Creek Bridge

Dear Mr. Moehring:

EDA concurs with the evidence you have submitted that as of December 12, 1977, on-site labor on the project commenced. This satisfies the requirement of start of on-site labor for this project.

Your attention is directed to the instructions for disbursement procedures and related reporting requirements appearing on pages 17 through 23, and Exhibits 1 through 6, in the Engineering and Construction Guidelines for the Local Public Works Capital Development and Investment Program.

When you receive your letter of credit, it will authorize the Federal Reserve Bank to release a portion of the Grant amount to you in a series of draws, to be requested by you as cash needs arise. Each draw is to be for at least $10,000, unless the remaining availability is less than that amount. The draw is to be initiated by presentation of Form TUS-5401 (Payment Voucher on Letter of Credit) to the commercial bank you have designated for this project, for forwarding to the Federal Reserve Branch Bank indicated in your Letter of Credit. If your request is in order, the amount being drawn will be transferred from the Federal Reserve to your commercial bank and then to your checking account. The commercial bank should advise you when the amount drawn is actually on deposit and available to you for disbursement.

The "amount authorized" in the initial Letter of Credit may be drawn without any further approval from this agency. However, availability of the remainder of the Grant will

2/2/78
original to: C.T. Keasey
copy to: V.F. Stacy
RH.

INITIED
RICHARD UNREIN

require EDA action to increase the amount authorized by amendment of the letter of credit. Such action is to be preceded by your submission to this office of a Form ED-530A, 40% MBE report and a completed Form ED-113 (Outlay Report and Request for Reimbursement for Construction Programs), together with your certification, and our project engineer's concurrence, that project construction is at least 40 percent complete. At this time, the remainder of the Grant amount will be authorized in most cases. You will receive an adequate supply of Form ED-113, together with detailed instructions for its preparation, prior to reaching 40 percent completion.

Please also note that Form CD-286 (Report on Federal Cash Transactions), is to be submitted within 15 working days after the close of each calendar quarter. A supply of this form should be included in the mailing which transmits your copy of the Letter of Credit.

If you have questions regarding the matters discussed above, please contact the EDA project team leader assigned to this project.

Sincerely,

Donald L. Gould

Donald L. Gould
LPW Division

8631

January 19, 1978

Mr. Donald L. Gould
LPW Division
Economic Development Administration
1700 Westlake Avenue North
Seattle, WA 98109

Attention Mr. Bill England

Dear Mr. Gould:

SUBJECT: EDA Project No. 07-51-26989
Meadow Creek Bridge
Ukiah-Hilgard Highway

We object in principle to your January 11 request for a letter from the Oregon Department of Transportation certifying that our funds, which are no longer required for funding the subject project, will be used for a project compatible with the LPW Program.

We are not aware of any Legislative or regulatory authority requiring such a certification.

Very truly yours,

D. H. Moehring, Manager
Office of Project Management

RU:ljt

NOTED
RICHARD UNREIN

5

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109
(206) 442-7000

January 11, 1978

Mr. D. H. Moehring
Oregon Department of Transportation
207 Transportation Bldg.
Salem, Oregon 97310

Re: EDA Project Number 07-51-26989
Meadow Creek Bridge

Dear Mr. Moehring:

In response to your request for a budget revision dated December 27, 1977, the withdrawal of $8,000.00 of your funds from the budget will be considered subject to the following condition. It will be necessary for you to submit a letter certifying that the funds will be used for a project or projects whose purpose is compatible with the LPW Program; that is, it is a public works project which could meet the eligibility requirements for LPW Projects set forth in the guidelines.

If you should have any questions please call Bill England at 442-7000.

Sincerely,

Donald L. Gould
LPW Division

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
JAN 18 1978
File: PM FA
TAA LG OP

8631

RECEIVED

'77 DEC 16 PM 3:06

GSA-FTRC

CONFIRMATION COPY

of a Teletype Message Telephoned

To Dick Thomsen By J.

On 12-16 At 1514

GENERAL SERVICES ADMINISTRATION
Federal Telecommunications System
FONE: 503 221-2181

TELEGRAPHIC MESSAGE

SEATTLE FTRC

FROM OR AGENCY: Donald L. Gould
Dept. of Commerce - EDA
Federal Bldg. Room 644
915 Second Avenue
Seattle, WA 98714

PRECEDENCE: Urgent

ACTION

INFO.

'77 DEC 16 PM 1:42

HANDLING CLASSIFICATION: CEDA D702/1563-00/5600/230

DATE PREPARED: ~~12/5/77~~ 12-16-7

TYPE OF MESSAGE
[X] SINGLE
[ ] BOOK
[ ] MULTIPLE-ADDRESS

FOR INFORMATION CALL BILL ENGLAND 442-7000

FROM: DONALD L. GOULD

PHONE NUMBER: (206) 442-7500

THIS SPACE FOR USE OF COMMUNICATION UNIT

MESSAGE TO BE TRANSMITTED (Use double spacing and all capital letters)

TO:
MR. D. H. MOEHRING
PROJECT MANAGEMENT BRANCH
207 TRANSPORTATION BLDG.
SALEM, OREGON 97310

(503) 378-6563

12/20/77 to C.T. KERSEY

RE: EDA PROJECT NUMBER 07-51-26988
NORTH POWDER RIVER BRIDGE

EDA PROJECT NUMBER 07-51-26989
MEADOW CREEK BRIDGE

YOU ARE AWARE THROUGH OUR TELEPHONE CALLS OF EDA'S CONCERN THAT YOU COMPLY WITH THE 90 DAY ON-SITE LABOR REQUIREMENT WHICH YOU HAVE ASSURED US YOU CAN MEET. WE HAVE NOT RECEIVED WRITTEN EVIDENCE THAT YOU HAVE MET THE APPROACHING DEADLINE. YOU ARE REMINDED THAT YOU MAY NOT DRAW AGAINST THE LETTER OF CREDIT UNTIL EDA CONFIRMS YOUR COMPLIANCE WITH THE REQUIREMENT AND FURTHER THAT NON-COMPLIANCE COULD RESULT IN TERMINATION OF THE GRANT OFFER. A COPY OF THIS MESSAGE IS BEING SENT TO YOUR DEPOSITORY BANK FOR THEIR INFORMATION.

YOU AND YOUR BANK WILL BE ADVISED BY EDA WHEN SATISFACTORY EVIDENCE OF TIMELY COMPLIANCE WITH THE ON-SITE LABOR REQUIREMENT HAS BEEN RECEIVED.

CC: U. S. NATIONAL BANK OF OREGON (MAIN BRANCH)

TELEGRAPHIC MESSAGE

SEATTLE FIRC

FROM (NAME OF AGENCY) Donald L. Gould Dept. of Commerce - EDA Federal Bldg. Room 644 915 Second Avenue Seattle, WA 98714	PRECEDENCE Urgent ACTION INFO '77	SECURITY CLASSIFICATION DEC 16 PM 1:42
CLASSIFIED CLASSIFICATION CEDA D702/1563-00/5600/230	DATE PREPARED ~~12/5/77~~ 12-16-7	TYPE OF MESSAGE [X] SINGLE [ ] BOOK [ ] MULTIPLE-ADDRESS
FOR INFORMATION CALL BILL ENGLAND 442-7000 SIGNATURE DONALD L. GOULD	PHONE NUMBER (206) 442-7500	

THIS SPACE FOR USE OF COMMUNICATION UNIT

MESSAGE TO BE TRANSMITTED (Use double spacing and all capital letters)

TO: MR. D. H. MOEHRING (503) 378-6563
PROJECT MANAGEMENT BRANCH
207 TRANSPORTATION BLDG.
SALEM, OREGON 97310

12/20/77 to CAY

C.T. KELSEY
cc

RE: EDA PROJECT NUMBER 07-51-26988
NORTH POWDER RIVER BRIDGE

EDA PROJECT NUMBER 07-51-26989
MEADOW CREEK BRIDGE

YOU ARE AWARE THROUGH OUR TELEPHONE CALLS OF EDA'S CONCERN THAT YOU COMPLY WITH THE 90 DAY ON-SITE LABOR REQUIREMENT WHICH YOU HAVE ASSURED US YOU CAN MEET. WE HAVE NOT RECEIVED WRITTEN EVIDENCE THAT YOU HAVE MET THE APPROACHING DEADLINE. YOU ARE REMINDED THAT YOU MAY NOT DRAW AGAINST THE LETTER OF CREDIT UNTIL EDA CONFIRMS YOUR COMPLIANCE WITH THE REQUIREMENT AND FURTHER THAT NON-COMPLIANCE COULD RESULT IN TERMINATION OF THE GRANT OFFER. A COPY OF THIS MESSAGE IS BEING SENT TO YOUR DEPOSITORY BANK FOR THEIR INFORMATION.

YOU AND YOUR BANK WILL BE ADVISED BY EDA WHEN SATISFACTORY EVIDENCE OF TIMELY COMPLIANCE WITH THE ON-SITE LABOR REQUIREMENT HAS BEEN RECEIVED.

CC: U. S. NATIONAL BANK OF OREGON (MAIN BRANCH)
321 S. W. SIXTH
PORTLAND, OREGON 97208

ACCOUNT #010-0300-425

PAGE NO	NO. OF PGS.	SECURITY CLASSIFICATION

Swel

8631

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109

(206) 442-7000

November 3, 1977

Mr. D. H. Moehring
Project Management Engineer
Oregon Department of Transportation
207 Transportation Building
Salem, OR 97310

Re: EDA Project No. 07-51-26989

Dear Mr. Moehring:

This is to inform you that we have received information about your special condition regarding the submittal of final plans. Based on this information, we have determined that you have complied with this special condition.

If you have any other questions regarding this special condition or other environmental special conditions attached to your grant offer, please contact Michael Jonas, Environmental Protection Specialist, at (206) 442-7000.

Sincerely,

Donald L. Gould
LPW Division

NOTED
RICHARD UNREIN

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
NOV 7 1977
File: PM FA
TAA _____ LG OP

9631

October 28, 1977

Mr. Donald L. Gould
LPW Division
Economic Development Administration
1700 Westlake Avenue, North
Seattle, Washington 98109

Dear Mr. Gould:

SUBJECT: Project Documents
EDA Projects Nos.: 07-51-26879
07-51-26988
07-51-26989
07-51-27019
07-51-27050

We are enclosing the following information pertaining to the subject projects:

1) Names of ODOT personnel, authorized to handle EDA project funds and evidence of bonding.

2) Name of project coordinator and his resume.

3) Completed Title VI Civil Rights Assurances (Form ED-503) for each project.

Very truly yours,

D. H. Moehring, Manager
Project Management

RU:dmc
Enclosure

bc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
C. T. Keasey
J. H. Versteeg
V. E. Skoog
Region 2
Region 3
Region 5

Form CD-333
6-75

U. S. DEPARTMENT OF COMMERCE
ECONOMIC DEVELOPMENT ADMINISTRATION

OMB Approval Not Required

Name of Project Meadow Creek Bridge
City and State Oregon Department of Transportation
Project No. 07-51-26989

ASSURANCES OF COMPLIANCE WITH THE DEPARTMENT OF COMMERCE AND THE ECONOMIC DEVELOPMENT ADMINISTRATION REGULATIONS UNDER TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AND PUBLIC LAW 92-65

This form applies to: A. all Recipients receiving Federal financial assistance from the Economic Development Administration including: 1. applicants; 2. recipients of Federal financial assistance received from another recipient; 3. subgrantees; 4. leasees of or operators for a recipient; 5. successors, assignees or transferees, but not ultimate beneficiaries; and B. Other Parties to include any governmental, public or private agency, institution, organization or other entity, or any individual who has a direct or substantial participation in the program or project receiving Federal financial assistance from EDA, such as contractors, subcontractors, providers of employment, or users of the facilities or services.

Oregon Department of Transportation, Highway Division,
Name of Recipient or Other Party

(hereinafter called the "Recipient or Other Party") assures that as a Recipient or Other Party receiving Federal financial assistance from the Economic Development Administration, it will comply with Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d), the requirements imposed by or pursuant to Regulations, issued for the Department of Commerce and designated as 15 CFR Subtitle A Part 8, and any amendments thereto.

The Recipient or Other Party further agrees to comply with the provisions of Section 112 of Public Law 92-65 (42 USC 3123), the requirements imposed by or pursuant to the Regulations of the Economic Development Administration promulgated in 13 CFR Part 311 and any amendments thereto. In addition, Recipient agrees to secure the compliance or to cooperate actively with EDA to secure the compliance by others with the acts and the regulations.

Such requirements hold that no person in the United States shall on the ground of race, color, national origin, or sex be excluded from participation in, be denied the benefits of or be otherwise subjected to discrimination under any program or activity for which Federal financial assistance has been extended.

In accord with these assurances and without limiting the above, the Recipient or Other Party agrees that these assurances shall be binding upon them, their grantees, assignees, transferees, leasees, and successors in interest. These assurances shall also be binding through every modification or amendment to this project.

The Recipient or Other Party acknowledges that it has received and read the Department and EDA regulations, and that it is aware that if there appears to be a failure or threatened failure to comply with this part, and if the noncompliance or threatened noncompliance cannot be corrected by informal means, compliance with this part may be effected by the suspension or termination of or refusal to grant or to continue Federal financial assistance or by any other means authorized by law.

Total number of present employees approximately 2,950.
This assurance is made and accepted this 28th day of October, 19 77, for Oregon Dept. of Transportation, Highway Division
Recipient or Other Party

By C. T. Keasey (Type Name) — 129 Transportation Bldg., Salem, OR 97310 (Address)

Acting State Highway Engineer (Title) — (503) 378-6891 (Telephone Number)

C T Keasey
(Signature)

I, F. B. Klaboe, as Secretary of _____,

Inc., a corporation organized and existing by virtue of the laws of the

State of _____; or as Chief of Operations
Authorized State Official

Department of Transportation
of the State of Oregon; or as _____
Authorized Official

of the county or municipality of _____ in the State of _____,

do hereby certify that the foregoing officer who executed this assurance has full authority to bind the Recipient or Other Party. In witness whereof I set my hand ~~and affixed the corporate seal~~ this 28th day of October, 19 77.

F B Klaboe
(Secretary or other Official)

8631

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

October 17, 1977

Mr. C. Mark Smith, Regional Director
Economic Development Administration
Suite 500, Lake Union Building
1700 Westlake Avenue, North
Seattle, WA 98109

Dear Mr. Smith:

SUBJECT: Project No. 07-51-26989
Meadow Creek Bridge
Ukiah-Hilgard Highway

Attached is our latest cost estimate for the subject project. We have reviewed the estimate and consider the costs to be reasonable.

We have obtained all the necessary Federal, State and local approvals necessary to contract the subject project. Copies of the following approvals are attached:

Permit No. 2084, Division of State Lands

We plan to advertise for bidders on October 20, 1977 and open bid proposals on November 10, 1977.

Very truly yours,

[illegible] AL SIGNED BY
D. E. SWAN

D. H. Moehring
Project Management Engineer

RU:ljt
Att.

bc: H. S. Coulter
E. S. Hunter
J. H. Versteeg
C. T. Keasey
W. E. Schwartz, Region 5

NOTED
[illegible] COULTER

RECEIVED
STATE HWY ENGR
OCT 17 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Bm

Section Meadow Creek Bridge — Programming Estimate $ 2-19 000

Highway Ukiah - Hilgard — Project Length 0.13 Mile

County Ukiah — Completion Time ~~240~~ 30 Cal. days

Kind of Work Grading Paving & Structure

Prefix 131-~~[illegible]~~ 1431 — FA Project No. _____

ESTIMATED CONSTRUCTION AUTHORIZATION

218,930 =
~~211,830.00~~

Estimated Contract Amount $ ~~212,147.50~~

Anticipated Additional Items:			
Royalty Payment			
Building Permit Fees			
Slide Correction			
Railroad Protective Costs			
Other Railroad Costs			
Permanent Signing			
Permanent Pavement Striping		100	
Stage Construction Striping		120	
Temporary Erosion Control	Bond 7/15	1000	
Install Truck Scale Mechanism			
Truck Scale House			
Install Temporary Traffic Signals			
Install Water Meter			$ 3100
Furnish Water			
Laboratory Fees			
Furnish Mail Box Posts			
Pipe Bedding Materials			
On the Job Trainees			
State Responsibility for Damages	Bond 7/15	500	
Signal Controller Testing			
Bikeway Signs			
Adjust Utilities			
Seed & Mulch	Lump 7/15	400	
Misc. Permit Fees			
Project Info. Signs		1000	
		~~214,350.00~~	$ ~~219,247.50~~ 221,930 —
Contingencies (4-1/2%)		~~9618.84~~	~~9,866.96~~ 9986.85
Engineering (9 %)		~~10197.66~~	~~19,732.50~~
[redacted]		[redacted]	$ 19973.70
[redacted]			
Estimated Net Authorization Construction		~~242,095.50~~	$ ~~246,845.91~~ 251,890.55

APPROVED
Duncan Christensen
FINAL DESIGN ENGR.

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2

Date

Section Meadow Cr. Br. #2 County Union

Kind Of Work Length Name Prof

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization	8%	All	All		16,000
	Temporary Protection & Direction of Traffic		Lump	All		1600
	Temporary Signs		Sq Ft	130	6.50	845
	Temp. Cont. Rail Type Barriers Relocated		Lin Ft	250	11.-	2750
	Temporary Guard Rail Type 1A		Lin Ft	100	19.-	1900
	Flagmen		Hr.	100	17.50	1750
	Roadwork					
	Removal of Structures & Obstructions		Lump	All		1500
	~~Grading Embankment~~		~~Cu Yd~~	~~1620~~	2.25	~~3645~~
	Roadway Excavation		Cu Yd	1600	5.-	8000
	Ditch Paving Portland Cement		Lump	All		1000
	Curbs		Lin Ft	40	10.-	400
	Concrete Type 1 Curbs		Lin Ft	200	2.25	450
	12" Aggregate Base		Cu Yd	900	11.-	9900
	Class C Asphalt Concrete		Ton	250	30.-	7500
	Concrete Type "		Lin Ft	200	17.-	3400
	" " " 3		Lin Ft	100	25.-	2500
	" " " Type 1		Lin Ft	4	350	1400
	Cast Iron Frame & Cover Type		Each	1	35.-	35
	Pull Box Frame & Cover Type		Each	3	150	450
	Loose Riprap Class 100		Cu Yd	1900	15.-	28500
	Slope Fence		Lin Ft	1400	0.25	2700

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2

Date

Section [illegible]

County

Kind Of Work

Length

Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Section					
	Bridge Removal Work		L.S.	All		10,000
	Shoring, Cribbing, Etc.		All	All		2,000
	Structure Excavation		C.Y.	280	10	2,800
	Structure Concrete, Cl. 3300 (Footings)		C.Y.	All		19,200
	95'/50' Q-Span PP Prest.		Ea.	9	5500	76,500
	Reinforcing Steel	3301	All	All		6650
	Metal Rail with Channel		Lin. Ft.	200	35	7000

FROM THE DIVISION OF STATE LANDS

PRELIMINARY
ATTACHMENT "A"

Grande Ronde River
Meadow Creek
Union County
Highway Job No. 160
Meadow Creek Bridge
Ukiah-Hilgard Hwy.

Special Conditions for Material Removal/Fill Permit No. 2084

1. The operation shall be conducted in a manner that will minimize a turbidity increase.

2. Where possible the operation shall be conducted behind a berm or leave strip sufficient to isolate the operation from the free flowing stream.

3. There shall be no operation of equipment in the active flowing stream between December 31 and July 1.

4. At the project's completion the stream shall be placed in a single channel as shown on the application.

5. Riprap shall be placed under these conditions:

   a. Only clean, erosion resistant rock from an upland source shall be used as riprap.

   b. The riprap rock shall be placed from above the bank.

   c. The completed revetment shall have a slope no steeper than 1½:1.

   d. Streambed gravel may be used to prepare a filter blanket if from toe trench excavation or other areas approved by the Department of Fish and Wildlife.

   e. Riprap shall be placed to present a smooth channel alignment.

6. Waste materials and spoils shall be placed above the bankline.

7. Removal of existing woody vegetation shall be minimal.

8. Areas of streambank disturbance shall be seeded or planted with grass and/or legumes, shrubs and trees. Slope of vegetated banks shall be no steeper than 2:1.

9. Fresh concrete shall not be placed in the active flowing stream.

10. Riprap shall be eliminated from the plan for the new southeast bank of the Grande Ronde River. This portion of the bank shall be revegetated.

11. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

August 8, 1975

Versteeg
A. Olson
Copy/ Terpin
Scott
Copy/ Swenson
Copy/ R. Olson
Trout

RECEIVED
AUG - 8 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To. ____
Bring Up ___/___/___
Other ____

#8631

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

October 7, 1977

Mr. C. Mark Smith
Western Regional Director
Economic Development Administration
Suite 500
1700 Westlake, Avenue North
Seattle, WA 98109

MISC. CONTRACTS and AGREEMENTS No. 6393

Dear Mr. Smith:

SUBJECT: Project No. 07-51-26989
Meadow Creek Bridge Section
Ukiah-Hilgard Highway

Enclosed is a fully executed copy of our affirmation of the Grant for EDA LPW Project 07-51-26989.

We have a current letter of credit (Number 13-20-7199) under Round I.

Mr. C. T. Keasey, Construction Engineer, 504 Executive House, 325 13th Street N.E., Salem, Oregon 97310, telephone number (503)378-6318, has been designated as our Project Coordinator for Project No. 07-51-26989.

Very truly yours,

ORIGINAL SIGNED BY
D. H. MOEHRING

D. H. Moehring
Project Management Engineer

Enclosure

bc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
V. E. Skoog
C. T. Keasey
C. W. Head
W. E. Schwartz, Region 5
J. H. Versteeg

12-9-77 noted in book for agee.

NOTED
C. W. HEAD

8631

UNITED STATES DEPARTMENT OF COMMERCE
The Assistant Secretary for Economic Development
Washington, D.C. 20230

In reply refer to
Project No.: 07-51-26989 Meadow Creek Bridge

SEP 30 1977

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
OCT 4 1977

File: PM FA
TAA _____ LG OP

Mr. D.H. Moehring
Project Management Engineer
Oregon Department of Transportation
207 Transportation Building
Salem, Oregon 97310

Dear Mr. Moehring:

We are pleased to enclose two signed copies of an Approval and Award of Grant issued pursuant to your application for Federal assistance under the provisions of the Local Public Works Capital Development and Investment Act of 1976, as amended by the Public Works Employment Act of 1977. The total project cost is based on the line item estimates contained in Attachment No. 1 hereto.

Your affirmation of intent to make prompt utilization of the Grant shall be indicated by the signature of your principal official on one of the signed copies. The official's signature shall be certified by an authorized official other than your principal official. Send the accepted copy to the Director, Western Regional Office, Suite 500, 1700 Westlake Avenue, North, Seattle, Washington 98109.

Also, enclosed are two copies each of Form ED-1004, "Designation of Depositary for Direct Deposit of Grant and/or Loan Funds," and Form SF-1194, "Authorized Signature Card for Payment Vouchers on Letter of Credit," which must be completed and forwarded to the Regional Office in order for you to be issued a letter of credit. (The issuance of a letter of credit may not be necessary if you have an existing letter of credit from this agency, or if your total grant funding under this legislation is less than $120,000; in such cases please contact the LPW Letter of Credit Designee at the Regional Office before completing these forms.)

You are cautioned not to make any commitments in reliance on this grant, nor to enter into negotiations relative hereto, until you have carefully reviewed the terms and conditions and

have determined that you are in compliance or that you can comply therewith. Any commitments or undertakings entered into prior to obtaining the approval of the Government in accordance with its terms and conditions will be at your own risk.

We would like to remind you that on-site labor must commence within 90 days of the date of your receipt of this Award of Grant.

We would also like to emphasize the importance of the statutory requirement that at least 10% of the grant funds be expended for minority business enterprises. You should read the enclosed guidelines carefully to make sure that you take the steps necessary to fulfill that requirement.

Sincerely,

Robert J. Hall

Assistant Secretary
for Economic Development

Enclosures

Recd 10/1/77

8631

341

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 9/21/77
Donald L. Paust

9-22-77 Bid Letting
~~8-25-77~~

All Clear Deadline

SECTION MEADOW CREEK BRIDGE
Highway Ukiah-Hil[illegible]
County Union Region 5
Type of Work Structure Funds EDA
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS						
Negative Declaration	X					
Project Assessment						
Write-off Letter	X					
PERMITS:						
Division of State Lands					X	
D.O.G.M.I.					X	
Corps of Engineers	X					USFS Site, No permit reqd.
Coast Guard						
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey					X	
Cultural Salvage	X					
NOISE:						
Noise Study	X					

8631

8

FORM 81.734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

September 2, 1977

FROM: Duane O. Christensen
Final Design Engineer

TO: W. E. Schwartz
Region 5 Engineer

SUBJECT: Meadow Creek Bridge
Ukiah-Hilgard Highway
Union County

NOTED
E. S. HUNTER

As discussed and agreed upon on Wednesday, August 31, 1977, we are removing all reference to the channel change on the subject project. In discussing this with Mr. Unrein, he indicated that EDA was recommending approval of the project if the channel change is removed.

Attached are two prints each of Sheets 2 and 3 prior to removing the channel change. The toe trench and riprap work will still be done under the contract.

Please take necessary action to accomplish the channel change work shown on these plans as required prior to the contracting of this project, which is expected to be October 20, 1977. Contract plans will not show the channel change.

DOC:az
cc: E. S. Hunter
R. Unrein
L. K. Watson

RECEIVED
TECHNICAL SERVICES
SEP 2 1977
REFER TO
FOR
Info | Initial | A/D | R | Hwy | Sig | Chg

8631

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109
(206) 442-5868

August 30, 1977

Locator No.: OR-5044-0

Mr. D. H. Moehring
Project Management Engineer
207 Transportation Building
Salem, Oregon 97310

Dear Mr. Moehring:

This is in reference to your application for assistance under the Local Public Works Capital Development and Investment Act of 1976, as amended by the Public Works Employment Act of 1977 for a grant of $242,000 for construction of the Meadow Creek Bridge in Union County, Oregon.

Your application was received on August 17, 1977, and has been briefly examined for purposes of determining its completeness. The attached copy of our Application Inventory Form indicates the items that are missing or inadequately prepared. Please correct the indicated deficiencies and return the corrected materials to this office by September 13, 1977.

Satisfied by our Aug 30, 1977 letter & EDA. NOTED RICHARD UNREIN

Upon receipt of the corrected materials at this office, a 60-day processing period will begin. Please be reminded that during this 60-day period it is possible that other elements may be found which could preclude the funding of your project. The Project locator number assigned to your application is OR-5044-0 and should be used as a reference in future correspondence.

If you have any questions about your proposal or the Inventory Form, please contact James R. Staley at the above adress, telephone (206) 442-7506.

With warm regards,

C. Mark Smith
Regional Director

Enclosures

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☑ OPE ☐
SEP 12 1977
File: PM FA
TAA LG OP

FORM ED-191B (REV. 7-77)

U.S. DEPARTMENT OF COMMERCE
ECONOMIC DEVELOPMENT ADMINISTRATION

Project Locator No. OR-5044-0

Applicant's Name and Address:
OREGON DEPT. OF TRANSPORTATION
PROJECT MGT. BRANCH
207 TRANSPORTATION BLDG.
SALEM, OREGON 97310

Part B – PUBLIC WORKS OFFICER REVIEW FORM
(Application Inventory)

INSTRUCTIONS TO APPLICANT: The following is a checklist of items in the Local Public Works Program Application and Applications Supplement. A "NO" checked in a box indicates a deficiency in your application package that must be corrected. The correction of deficiencies must be known to the EDA Regional Office on or before the date noted on the letter (Form ED-1025) accompanying this document.

(INSTRUCTIONS TO REVIEWER: Please answer all questions in Part B and sign when completed. During your review, remember to check ED-101LPW-S, Part III, Sec. 2, for changes in proposal. For already-reviewed acceptable revived applications, items without asterisks may be marked "YES" as a matter of course; asterisked items require examination of application forms. If any of Items 32–37 are marked, the appropriate Regional Office official must recommend the granting or denial of a waiver. Note that for Round II this form, ED-191B, is not simply an inventory but is also a check for substantive deficiencies.)

	YES	NO	N.A.
*1. Applicant Certification: Is Block 23 signed on Part I of both ED-101LPW and ED-101LPW-S?	✓	☐	
*2. Are A-95 comments attached as Exhibit S-II-7a? *(See ED-101LPW-S, Part II, Sec. 7)*	—	☐	✓
2a. Are A-95 comments favorable? If not, has problem been resolved?	—	☐	✓
3. Are all permits and clearances (e.g., right of way, right to site) attached, or is an explanation given for how they will be obtained? *(See ED-101LPW, Part II, Sec. A)*	✓	☐	
4. Is the relocation question answered? *(See ED-101LPW, Part II, Sec. A, Item 3; Part III, Sec. B, Items 1, 5, and 6)*	✓	☐	
4a. If answered "YES," are dates provided?	—	☐	✓
4b. If answer to 4 is "YES," is a request made to include relocation expenses and payments in the Grant Offer?	—	☐	✓
5. If request for other Federal assistance is made, is the appropriate Agency certification attached as Exhibit II-A-4? *(See ED-101LPW, Part II, Sec. A, Item 4.)*	—	☐	✓
*6. If the Applicant is a special purpose unit of government are Items 4 and 8 on Page 1 of ED-101LPW and ED-101LPW-S completed and consistent with one another, and is ED-101LPW, Part II, Sec. A, Item 5 adequately filled out?	—	☐	✓
7. Is Part II, Section A, Item 6a (ED-101LPW) on Flood Hazards answered?	✓	☐	—
7a. Is Item 6b on Flood Insurance answered?	✓	☐	—
8. If project extends beyond applicant's boundaries (ED-101LPW, Part II, Sec. A, Item 7) are comments from the appropriate governments attached as Exhibit II-A-7?	—	☐	✓
9. Is the certification from an authorized government official stating that funds are not replaced or diminished attached as Exhibit II-A-8?	✓	☐	
10. Is Applicant's Certificate for Contract Construction (ED-101LPW, Part II, Section B attached as Exhibit II-B-1a?	✓	☐	—
11. Is A/E's Certificate for Contract Construction attached as Exhibit II-B-1b and properly signed?	✓	☐	
12. The number of days necessary to complete the design work indicated by the A/E certificate will enable on-site labor to begin within 90 days of the Grantee's receipt of the approval letter. To calculate, total the number of days that have elapsed since the A/E certificate was dated until the time of receipt of the application at the Regional Office. Subtract that number from the number of days indicated on the A/E certificate. If the remainder is 150 days or less, on-site labor could begin within the 90-day limit and the answer is yes.	✓	☐	
13. Is A/E's name and address completely entered?	✓	☐	
14. Is A/E Agreement attached as Exhibit II-B-2? (N.A. if designed by applicant's employee.)	—	☐	✓
*15. Is A/E Report attached as Exhibit II-B-3 (or if change has occurred is Exhibit S-III-1 attached and adequate)?	✓	☐	
16. Is Title Counsel Opinion attached as Exhibit II-B-4?	✓	☐	

USCOMM-DC 64170-P77

	YES	NO	N.A.
16a. Is applicant's real estate interest adequate to allow construction within 90 days?	—	☐	
16b. If land is specifically acquired for an LPW project, are costs incidental to land acquisition included in budget line 1? *(See Title Counsel Opinion or contact applicant)*	—	☐	✓
17. If Civil Rights Action has occurred (ED-101LPW, Part II, Section C) is a narrative description attached as Exhibit II-C-1?	✓	☐	—
*17a. Is ED-101LPW-S Part V filled out and is Exhibit S-V-7 attached?	✓	☐	
*18. Is the correct type of grant checked? *(See Part III, Sec. A, of ED-101LPW and Part I, Sec. 9 of ED-101LPW-S.)*	✓	☐	
19. Other Federal Agency Certification for 100% Direct Grants: If Item 1 (100% grant) of ED-101LPW, Part III, Section A is checked and project is for major construction of a hospital, detention facility or waste treatment plant and other Federal assistance has not been requested (i.e., "NO" is marked in ED-101LPW Part II, A, 4) is Exhibit III-A-1 attached? *(Answer N.A. if a certification is not required.)*	—	☐	✓
Review is required by *(check appropriate)*: ☐ LEAA – Detention facilities ☐ HEW – Hospital facilities ☐ FAA – Airport facilities ☐ EPA – Waste water treatment plants			
20. Federal Supplementary Grant Certifications: If Item 2 (supplement to Federal contribution) of ED-101LPW, Part III, Section A is checked, is the required approved Grant Offer or copy of Conditional Approval, Certification from Applicant and copy of approved Budget attached as Exhibit III-A-2?	—	☐	✓
21. State/Local Supplementals: If Item 3 (State/Local supplemental) of ED-101LPW, Part III, Section A is checked, are required Certifications from grantor agency and applicant and Budget attached as Exhibit III-A-3?	—	✓	✓
*22. Is Budget completed and summed correctly? *(See Part IV, Section A of ED-101LPW-S)*	—	☐	
*22a. If addition to project was made for energy conservation purposes *(See ED-101LPW-S Part II, Sec. 8b)* is ED-101LPW-S Part IV, Section B filled out?	—	☐	✓

	YES	NO	N.A.
22b. If ED-101LPW Budget page was filled out, there is no ineligible interest cost entered under Item C, "Remarks." (Interest is eligible only for some supplemental grants)	✓	☐	—
22c. Is project work to be contracted out? *(Mark "NO" if Force Account is contemplated.)*	✓	☐	
23. Is Physical Description of Project completed? *(See ED-101LPW, Part IV, Section A.)*	✓	☐	—
*23a. If the project makes use of one or more alternative sources of energy are items a and c of ED-101LPW-S, Part II, Section 8 both checked?	—	☐	✓
24. Is Program Description of Project completed? *(See ED-101LPW, Part IV, Sec. A.)*	✓	☐	
24a. Is the project a local public works project and not a facility for sole use of private, profit-making lessee(s)?	✓	☐	
25. Is Project Area Definition completed? *(See ED-101LPW, Part IV, Sec. A.)*	—	—	
*26. If the project is to be located in a Pocket-of-Poverty *(See ED-101LPW-S, Part II, Sec. 5)* is Exhibit "Definition of Community or Neighborhood (Pocket-of-Poverty) within an Otherwise Ineligible City, and Statement of Average Unemployment Rate" attached and completed and in the project file?	—	☐	✓
27. Is ED-101LPW, Part IV, Section C Job Opportunities completed?	✓	☐	
*28. If this is a new application *(See ED-101LPW-S, Part II, Item 2)* is Exhibit S-II-2 attached and completed?	✓	☐	—
*29. If this is an endorsed application *(See ED-101LPW-S Part II, Item 4)* is Exhibit S-II-4 attached and completed?	—	☐	✓
*30. If the utility of this project depends on the completion of any other project not yet fully operational *(See ED-101LPW-S Part II, Item 6)* is Exhibit S-II-6 attached and completed?	—	☐	✓
*31. Are Priority Lists (ED-101LPW-S Exhibits S-II-3a and S-II-3b) attached and data on them completely provided?	✓	☐	

WAIVERS	
	Recommendation by Public Works Officer *(Signature required)*
32. A $5 million waiver has been requested.	
33. A 90-day start requirement waiver has been requested.	
34. A request is made for a waiver of the requirement that EDA funds are not to be used to replace local funds (because local funds were acquired specifically to meet another Federal Agency's requirements during the period between Rounds I and II.	
35. A 28-day deadline waiver has been requested.	
	Recommendation by Engineer *(Signature required)*
36. A "Buy American" waiver has been requested. *(Notify Engineer, if so).*	
37. A competitive bid requirement waiver has been requested. *(Notify Engineer, if so).*	
	Recommendation by Civil Rights Officer *(Signature required).*
38. A waiver of the 10% minority business participation requirement has been requested. *(Notify Civil Rights Reviewer, if so.)*	

Item 21

Please provide a certification from an authorized official "that the share of the financial assistance not applied for has been properly approved, is immediately available for the project, the project meets all applicable statutory and other relevent requirements of law, and that construction of the project has not been initiated." Please mark your certification Exhibit III-A-3.

Thank you.

James K Staley — 8-30-77
(Signature of Reviewer) (Date)

Note: SEE OUR August 30 1977 Letter ~~to~~ EDA which satisfies this Request.

FORM ED-191B (REV. 7-77)
USCOMM-LC 64170-P

8631

8631

August 30, 1977

Mr. Jim Staley
Department of Commerce
Economic Development Administration
Room 1406
915 2nd Avenue
Seattle, Washington 98174

Dear Mr. Staley:

I hereby certify that the share of financial assistance not applied for on the Meadow Creek Bridge Project OR-5044-0 has been properly approved and is immediately available.

The project meets all statutory and other relevant requirements of law and the project has not been initiated.

Very truly yours,

D. H. Moehring
Project Management Engineer

DU:dmc

bc: F. B. Klaboe
E. S. Hunter

NOTED
F. B. KLABOE

RECEIVED
DOT OPERATIONS
AUG 31 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8631

PROGRAM MANAGEMENT OFFICE MEMO

Date 8/29/89

Subject Meadow Cr. Bridge - EDA FDA File No. OR-50 44-0

Received (call) (visit) from Dave Witches, EDA Engineering

Address Seattle

Made (call) (visit) to _____ Phone 206-442-0970

Reason for contact and general discussion: EDA objects to channel change involving Grande Ronde River and questioned time of streambed work. Called Dave back & said our Div. of Lands permit allows us in stream until Dec. 31. Reviewed project with Hal Versteeg & Walt Hunt - told Dave we would eliminate channel change work from EDA contract work. (channel work by State forces prior to EDA contract is a possibility)

Signature Dick Thomas

File (EDA) (PME) (LGE) ( ) (OPE) ( ) (FAE) ( ) (CCE) (X) OM Other EDA-Oregon

Circulate: PME LGE OPE FAE CCE OM Other EDA-Oregon

8631

August 15, 1977

NOTED
E. S. HUNTER

Mr. C. Mark Smith
Regional Director
Economic Development Administration
Suite 500 Lake Union Building
1700 Westlake Avenue, North
Seattle, Washington 98109

ATTN: Mr. Wayne McCreedy

Dear Mr. Smith:

Attached is an original and two copies each of revised pages 1 and 6 for our Meadow Creek Bridge Project Application under Round II of the Local Public Works Capital Development and Investment Act of 1977.

This revision is in accordance with the telephone conversation between Mr. Wayne McCready of your office and Mr. Norm Boice of our State Executive Department. The federal share has been reduced by $8,000 to come within the "Planning Target" of the State of Oregon.

Very truly yours,

ORIGINAL SIGNED BY
D. H. MOEHRING
D. H. Moehring
Project Management Engineer

RU:dmc
cc: Norm Boice, Executive Dept.

bc: F. B. Klaboe
E. S. Hunter

RECEIVED
TECHNICAL SERVICES
AUG 15 '77
REFER TO
FOR
Info | Immed | R/D | D/R | Sign | Act | File

ODOT B- 7

FORM ED-101LPW-S (10-77)
OMB No. 41-R2964;
Approval Expires 9/78

LOCAL PUBLIC WORKS PROGRAM APPLICATION SUPPLEMENT
42 U.S.C. 6706
No Assistance Shall be Approved until a Completed Application has been Received

U.S. DEPARTMENT OF COMMERCE
ECONOMIC DEVELOPMENT ADMINISTRATION
OMB Approval No. 29-R0218

SECTION I - APPLICANT RECIPIENT DATA

FEDERAL ASSISTANCE

1. Type of action (Mark appropriate box): ☐ Preapplication ☒ Application ☐ Notification of intent (Opt.) ☐ Report of Federal Action

2. Applicant's application: a. Number ODOT B- 7; b. Date Yr. mo. day 1977 7 1

3. State application identifier (SAI)

a. SAI Number PNRS 7706-2-1020
b. Date Assigned Yr. mo. day 1977 6 24

Leave Blank

4. Legal applicant/recipient
a. Applicant name: Oregon Dept.of Transportation
b. Organization Unit: Project Management Branch
c. Street/P.O box: 207 Transportation Bldg.
d. City: Salem
e. County: Marion
f. State: Oregon
g. ZIP Code: 97310
h. Contact person (Name & phone no.): D.H.Moehring (503)378-6563

5. Federal employer identification no.
93-6001765W

6. Program (From Federal Catalog)
a. Number 11.310
b. Title Local Public Works Capital Development and Investment Program

7. Title and description of applicant's project
Meadow Creek Bridge
Ukiah-Hilgard Highway
Replacement of deficient bridge

8. Type of applicant/recipient
A-State
B-Interstate
C-Substate Distr.
D-County
E-City
F-School District
G-Special Purpose District
H-Community Action Agency
I-Higher Educational Inst.
J-Indian Tribe
K-Other (Specify):
(Enter appropriate letter) A

9. Type of assistance
A-Basic grant
B-Suppl. grant
C-Loan
D-Insurance
E-Other (Specify):
(Enter appropriate letter(s)) A

10. Area of project impact (Name of cities, counties, states, etc.)
NA

11. Estimated number of persons benefiting
NA

12. Type of application NA
A-New
B-Renewal
C-Revision
D-Continuation
E-Augmentation
(Enter appropriate letter)

13. PROPOSED FUNDING

a. Federal	$ 242,000.00
b. Applicant	8,000.00
c. State	.00
d. Local	.00
e. Other	.00
f. Total	$ 250,000.00

14. CONGRESSIONAL DISTRICTS OF:
a. Applicant OR 2nd
b. Project OR 2nd

15. Type of Change (For 12C or 12E) NA
A-Increase dollars
B-Decrease dollars
C-Increase duration
D-Decrease duration
E-Cancellation
F-Other (Specify)
(Enter appropriate letter(s))

16. Project Start Date Yr. 1977 mo. 10 day 15

17. Project Duration Months 7

18. Estimated date to be submitted to Fed. Agency Yr. mo. day 19 NA

19. Existing Federal identification number NA

20. Federal Agency to receive request (Name, City, State, ZIP Code)
Economic Development Administration, Seattle, WA 98109

21. Remarks added (See Sec. IV) ☐ Yes ☒ No

SEC. II-CERTIFICATION

22. The Applicant certifies:
a. To the best of my knowledge and belief, data in this preapplication/application are true and correct, the document has been duly authorized by the governing body of the applicant and the applicant will comply with the attached assurances if the assistance is approved.
b. If required by OMB Circular A-95 this application was submitted, pursuant to instructions therein, to appropriate clearinghouses and all responses are attached: (See remarks - Sec. IV if more than 3 clearinghouses)

	No Response	Response Attached
(1)	☐	☐
(2) NA	☐	☐
(3)	☐	☐

23. Certifying representative
a. Typed name and title: D.H. Moehring, Project Management Engineer
b. Signature: D.H. Moehring
c. Date signed Revised: Yr. 1977 mo. 8 day 15

SECTION III - FEDERAL AGENCY ACTION

24. Agency name

25. Application received Yr. mo. day 19

26. Organizational unit

27. Administrative office

28. Federal application ID L- - - -

29. Address

30. Federal grant ID

31. Action taken
☐ a. Awarded
☐ b. Rejected Denied
☐ c. Returned for Amendment
☐ d. Deferred
☐ e. Withdrawn

32. FUNDING

a. Federal	$ .00
b. Applicant	.00
c. State	.00
d. Local	.00
e. Other	.00
f. Total	$ .00

33. Action date Year month day 19

34. Starting date Yr. mo. day 19

35. Contact for additional information (Name and telephone number)

36. Ending date Yr. mo. day 19

37. Remarks added (See Sec. IV) ☐ Yes ☐ No

38. Federal Agency A-95 Action

a. In taking above action, any comments received from clearinghouses were considered. If agency response is due under provisions of Part I, OMB Circular A-95, it has been or is being made.

b. Federal Agency A-95 Official (Name and telephone no.)

SF-424 (10-77) USCOMM-DC 63048-P77

ODOT B-

LOCATOR NUMBER

L - [ ][ ] - [ ][ ][ ][ ][ ] - [ ]

Part IV. PROJECT BUDGET INFORMATION

Section A – CALCULATION OF LPW GRANT BUDGET

COST CLASSIFICATION (a)	PREVIOUS ESTIMATE (b) NA	PRESENT ESTIMATE (c)	EDA USE ONLY
1. Administration Expenses	$	$ 0	LAD
2. Architectural/Engineering		0	
3. Other Architectural/Engineering Fees		0	LAE
4. Project Inspection Fees *		25,000	
5. Relocation Expenses		0	LPR
6. Relocation Payments to Individuals and Businesses		0	
7. Demolition and Removal a. Labor		0	LDL
b. Non-labor		0	
8. Construction and Project Improvement a. Labor		76,675	LCL
b. Non-labor		131,658	
9. Equipment		0	LPE
10. TOTAL *(Lines 1 thru 9)*	$	$ 233,333	
11. Add: Contingencies		16,667	LPC
12. TOTAL LPW Project Amount (eligible costs only)	$	$ 250,000	
13. Federal Share Requested of Line 12 (LPW)		242,000	LP$
14. Other Shares (State, Local, Federal) a. State		8,000	
b. Other Local/Federal *(Identify under "Remarks" below)*		0	
15. TOTAL Project *(Lines 13 + 14a and b) Includes ineligible costs if any*	$	$ 250,000	TP$

Section B – REMARKS

Total additional cost for energy conservation revisions $_____

*Line 4-Resident Engineer's Salary @ $2,532/month plus construction engineering and inspection fees.

Note: Federal Management Circular 74-7, Exhibit M-4 (modified)

SECTION IV – REMARKS *(Please reference the proper item number from Sections I, II, or III, if applicable.)*

Agency Special Instructions:

(a) Shaded-over items need not be completed

(b) Item 12.c – Revision refers to applications resubmitted after deficiencies are remedied.

(c) Item 13 – "Proposed Funding " – identify all Federal funds:

Agency Name	Funds	Type of Funds
EDA – LPW	$ 242,000	LPW Grant
*Total Federal	$ 242,000	← (Enter in Item 13a)

(*) Must agree with sum of Line 13 and appropriate part of 14b in Part III, Section B – LPW Grant Budget.

(d) Item 16 – In estimating project start date, assume approval 60 days after receipt.

(e) Item 22b – Modified OMB Circular A-95 procedure applies for first 90 days *(see Regulations and/or Program Guidelines).*

9631

8

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 11, 1977

Mr. C. Mark Smith, Regional Director
Economic Development Administration
Suite 500, Lake Union Building
1700 Westlake Avenue, North
Seattle, WA 98109

Attention Mr. Ken Goddard

Dear Mr. Smith:

Your office telephoned August 10, 1977 and questioned several items on Page 6 of Form ED-101 LPW-S on several of our Round II EDA applications.

Line 4 represents our total construction engineering and inspection costs for performing this work with our engineering forces. We do not make a distinction between construction engineering administration and staking costs and inspection costs in our estimates or project-billing records.

Line 9 is in error and should be zero. The amount shown should be added to line 8b.

The above items pertain to the following Round II applications:

Project	ODOT Number	Cost
Willamette River Overflow Bridge Albany-Junction City Highway	B-1	$350,000
Willamette Overflow Bridge Albany-Junction City Highway	B-2	$320,000
Bear Creek Bridge Coquille-Bandon Highway	B-3	$210,000
North Powder River Bridge Haines-Anthony Highway	B-5	$165,000

Project	ODOT Number	Cost
Meadow Creek Bridge Ukiah-Hilgard Highway	B-7	$250,000
Oak Ranch Creek Bridge Nehalem Highway	B-9	$250,000
Deer Island Wayside Lower Columbia River Highway	B-13	$50,000

If you have any further questions, please write or call at (503) 378-6563.

Very truly yours,

D. H. Moehring
Project Management Engineer

bc: F. B. Klaboe
E. S. Hunter

RU:dpy

RECEIVED
TECHNICAL SERVICES
AUG 11 77
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FOR
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B-7

FORM 81.734.2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

July 26, 1977

Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Noise Study Reports
August 25, 1977 Letting

TO: D. H. Moehring
Program Management Engineer

The following projects have been subjected to the criteria of FHPM 7-7-3. The projects are grouped into three categories which described how they relate to the provisions of this directive.

Category A

FHPM 7-7-3 does not apply to this project.

1. Tunnel Creek-Whitewater Road (M.P. 60.45)
   North Santiam Highway, Marion County, TQF-47(4)

Category B

FHPM 7-7-3 applies, but the projects will not alter the present/projected traffic volumes or traffic lane locations. Thus, no significant change in the existing noise levels is anticipated.

1. Athenia-Little Dry Creek
   Oregon-Washington Highway, Umatilla County, TQF-19(3)

2. Rosewood Drive-Willamette River Bridge (Salem)
   Willamina-Salem Highway, Marion County, TQF-47(5)

3. Albany/Jct. City Highway at 34th Avenue (Albany)
   Albany-Jct. City Highway, Linn County, TQF-3(5)

4. SW Vermont Street at SW 30th Avenue
   FAUS-9398, Multnomah County, M-9398(1)

5. Auburn Avenue-Baker/Unity Highway (Baker)
   FAU-4841, Baker County, M-TQM-4841(1)

6. Johnson Creek-Ochoco Street
   Pacific Highway East, Clackamas County, HHS-26(6)

7. 99W at 5th Avenue (McKinley Street, Eugene)
   Pacific Highway West, Lane County, HHS-1049(1)

8. Portland PMVT. Marking Project No. 2
   City Streets, Multnomah County, PMS-005(53)

9. Willow Creek (Morgan Street) Bridge
   City Street, Morrow County, OS-2501(1)

10. Oak Ranch Creek Bridge
    Nehalem Highway, Columbia County, EDA

11. Bear Creek Bridge (0953)
    Coquille-Bandon Highway, Coos County, EDA

12. Dufur Section
    FAS-B409, Wasco County, RS-B409(1)

13. Timberline Highway Jct.-Summit Meadow Road
    Mt. Hood Highway, Clackams County, TQF-24(10)

Category C

FHPM 7-7-3 applies. Noise study reports have been completed as per FHPM 7-7-3 (copy attached). Traffic noise levels were computed from the NCHRP Report 117/144 prediction method. Traffic data corresponds to the worst traffic noise condition (peak vehicular hour or peak truck hour). Noise receptors are identified and abatement measures discussed.

1. NE Broadway Street-SE Harrison Street (Portland)
   Pacific Highway East, Multnomah County, TBA

2. John Day Highway-PGE Power Station
   Rhea Road, Gilliam County, RS-B452(1)

3. Alpine/Nelson Road-Strawberry Road
   Bombing Range Road, Morrow County, RS-B564(1)

4. SW Terwilliger Blvd. at SW Sam Jackson Park Road
   FAUS-9383, Multnomah County, M-9383(1)

5. Meadow Creek Bridge
   Ukiah-Hilgard Highway, Union County, EDA

6. N. Powder River Bridge
   Haines-Anthony Highway, Baker County, EDA

8631

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 7, 1977

Mr. C. Mark Smith
Regional Director
Economic Development Administration
Suite 500, Lake Union Building
1700 Westlake Avenue, North
Seattle, WA 98109

Dear Mr. Smith:

Herewith is an original and two copies each of completed application forms for the following projects for which we request Federal Assistance under Round II of the Local Public Works Capital Development and Investment Act of 1977:

Project	ODOT Number	Cost	Governor's Priority
Willamette River Overflow Bridge Albany-Junction City Highway	B-1	$350,000	7
Willamette Overflow Bridge Albany-Junction City Highway	B-2	$320,000	8
Bear Creek Bridge Coquille-Bandon Highway	B-3	$210,000	11
North Powder River Bridge Haines-Anthony Highway	B-5	$165,000	14
Meadow Creek Bridge Ukiah-Hilgard Highway	B-7	$250,000	16
Oak Ranch Creek Bridge Nehalem Highway	B-9	$250,000	18

These projects are new applications in lieu of pending Round I applications and are on Governor Straub's EDA Priority List.

These projects will directly benefit or provide employment for umemployed persons within the project area. The Oregon Department of Transportation assures you that on-site labor can begin within 90 days of project approval.

RECEIVED
STATE HWY ENGR
JUL 7 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy Bridge
Vendetti
7-8-77

We hereby certify that a copy of each full application has been submitted to the appropriate A-95 Clearinghouses and State Historic Preservation Officer.

If you have any questions please write or call me at (503) 378-6563.

Very truly yours,

SIGNATURE SIGNED BY
D. E. SWAN

for D. H. Moehring
Project Management Engineer

DHM:dmc
bc: F. B. Klaboe
E. S. Hunter
Regions 1, 2, 3 & 5

8631

B-1

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Oregon State Highway Division

PROJECT TITLE: Meadow Creek Bridge & Culvert

DATE: July 6, 1977

The state has reviewed your project and reached the following conclusions:

[X] No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

[X] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7706 2 1020

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

B-7

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

INTERGOVERNMENTAL RELATIONS DIVISION
JUN 29 1977

RECEIVED
JUN 27 1977
DIVISION OF STATE LANDS

ENRS STATE REVIEW

Project #: 7706 2 1020 Due Date: JUL 1 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

If the project would require the removal or fill of 50 cubic yards or more of material below the bank of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, Oregon 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By

B-7

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

INTERGOVERNMENTAL RELATIONS DIV.
JUL - 1 1977

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7706 2 1020 Due Date: JUL 1 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Please coordinate this project with our district fishery biologist, Duane West, at La Grande. His office phone number is 963-2138.

Agency Fish & Wildlife By William E. Pitney
ENVIRONMENTAL MANAGEMENT SECTION 6/29/77

8-7

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

JUL - 5 1977

PNRS STATE REVIEW

Project #: 7706 2 1020 Due Date: JUL 1 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(X) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - -

REMARKS (Please type or print legibly)

Meadow Creek Bridge

Union County

Highway Division contacts inform us that the Meadow Creek structure is a timber stringer bridge constructed in 1941. Examples of the type are comparatively plentiful in the state at this time.

Cultural resource surveys have been completed and indicate no adverse effect on archeological resources.

Agency SHPO By _____

8631 35% Labor 65% Non-Labor ODOT B- 7

FORM ED-101LPW-S (8-77) OMB No. 41-R2964; Approval Expires 9/78

LOCAL PUBLIC WORKS PROGRAM APPLICATION SUPPLEMENT
42 U.S.C. 6706
No Assistance Shall be Approved until a Completed Application has been Received

U.S. DEPARTMENT OF COMMERCE
ECONOMIC DEVELOPMENT ADMINISTRATION
OMB Approval No. 29 R0218

SECTION I - APPLICANT RECIPIENT DATA

FEDERAL ASSISTANCE

1. Type of action (Mark appropriate box): ☐ Preapplication ☒ Application ☐ Notification of intent (Opt.) ☐ Report of Federal Action

2. Applicant's application: a. Number: ODOT B- 7; b. Date: Yr. 1977 mo. 7 day 1

3. State application identifier (SAI): a. SAI Number: PNRS 7706-2-1020; b. Date Assigned: Yr. 1977 mo. 6 day 24

Leave Blank: 6-24-77

4. Legal applicant/recipient
a. Applicant name: Oregon Dept.of Transportation
b. Organization Unit: Project Management Branch
c. Street, P.O box: 207 Transportation Bldg.
d. City: Salem
e. County: Marion
f. State: Oregon
g. ZIP Code: 97310
h. Contact person (Name & phone no.): D.H.Moehring (503)378-6563

5. Federal employer identification no.: 93-6001765W

6. Program (From Federal Catalog): a. Number: 11.310; b. Title: Local Public Works Capital Development and Investment Program

7. Title and description of applicant's project:
Meadow Creek Bridge
Ukiah-Hilgard Highway

Replacement of deficient bridge

8. Type of applicant/recipient: A-State, B-Interstate, C-Substate Distr., D-County, E-City, F-School District, G-Special Purpose District, H-Community Action Agency, I-Higher Educational Instit., J-Indian Tribe, K-Other (Specify): (Enter appropriate letter) A

9. Type of assistance: A-Basic grant, B-Suppl. grant, C-Loan, D-Insurance, E-Other (Specify): (Enter appropriate letter(s)) A

10. Area of project impact (Name of cities, counties, states, etc.): NA

11. Estimated number of persons benefiting: NA

12. Type of application: NA
A-New, B-Renewal, C-Revision, D-Continuation, E-Augmentation (Enter appropriate letter)

13. PROPOSED FUNDING

a. Federal	$ 250,000 .00
b. Applicant	.00
c. State	.00
d. Local	.00
e. Other	.00
f. Total	$ 250,000 .00

14. CONGRESSIONAL DISTRICTS OF:
a. Applicant: OR 2nd
b. Project: OR 2nd

15. Type of Change (For 12C or 12E): NA
A-Increase dollars, B-Decrease dollars, C-Increase duration, D-Decrease duration, E-Cancellation, F-Other (Specify)
(Enter appropriate letter(s))

16. Project Start Date: Yr. 1977 mo. 10 day 15

17. Project Duration: Months 7

18. Estimated date to be submitted to Fed. Agency: Yr. mo. day 19 NA

19. Existing Federal identification number: NA

20. Federal Agency to receive request (Name, City, State, ZIP Code): Economic Development Administration, Seattle, WA 98109

21. Remarks added (See Sec. IV): ☐ Yes ☒ No

SEC. II-CERTIFICATION

22. The Applicant certifies:
a. To the best of my knowledge and belief, data in this preapplication/application are true and correct, the document has been duly authorized by the governing body of the applicant and the applicant will comply with the attached assurances if the assistance is approved.
b. If required by OMB Circular A-95 this application was submitted, pursuant to instructions therein, to appropriate clearinghouses and all responses are attached: (See remarks - Sec. IV if more than 3 clearinghouses)

	No Response	Response Attached
(1) NA	☐	☐
(2)	☐	☐
(3)	☐	☐

23. Certifying representative: a. Typed name and title: D.H. Moehring, Project Management Engineer; b. Signature: D.H. Moehring; c. Date signed: Yr. 1977 mo. 7 day

SECTION III - FEDERAL AGENCY ACTION

24. Agency name

25. Application received: Yr. mo. day 19

26. Organizational unit

27. Administrative office

28. Federal application ID: L- - -

29. Address

30. Federal grant ID

31. Action taken: ☐ a. Awarded ☐ b. Rejected Denied ☐ c. Returned for Amendment ☐ d. Deferred ☐ e. Withdrawn

32. FUNDING

a. Federal	$ .00
b. Applicant	.00
c. State	.00
d. Local	.00
e. Other	.00
f. Total	$ .00

33. Action date: Year month day 19

34. Starting date: Yr. mo. day 19

35. Contact for additional information (Name and telephone number)

36. Ending date: Yr. mo. day 19

37. Remarks added (See Sec IV): ☐ Yes ☐ No

38. Federal Agency A-95 Action

a. In taking above action, any comments received from clearinghouses were considered. If agency response is due under provisions of Part I, OMB Circular A-55, it has been or is being made.

b. Federal Agency A-95 Official (Name and telephone no.)

SF-424 (10-75) USCOMM-DC 65048-P77

LOCATOR NUMBER L- [ ][ ]-[ ][ ][ ][ ]-[ ]

Part II
Other Required Information and Exhibits

NOTICE: Companion Form EC-101LPW is amended as follows: P.L. 94-369 shall read, "42 USC 6701 et. seq." and Sec. 107, P.L. 94-369 shall read, "42 USC 6706."

1. Project location:

(a) City or other municipality: N/A

(b) County or equivalent: Union

(c) State: Oregon

2. Purpose of this submission: *(Check one)*

(a) Reconsideration of previous application (per above locator number) [ ] 1

(b) Submission of new application (Form ED-101 LPW is attached) [X] 2

If new application attach as Exhibit S-II-2 Narrative Statement of Reasons

3. Priority assigned to project: Oregon Governor's List [16]

4. Is this Application endorsed by any other applicant(s)?

Please check one Yes [ ] 1 No [X] 9

5. Is the project area a community or neighborhood (pocket of Poverty) within an otherwise ineligible city in accord with Sec. 108(e)?

Please check one Yes [ ] No [X]

If "YES," enter the unemployment rate for the area from Exhibit S-II-5 _____ %

6. Does the operation and utility of this project depend on the completion of any other project(s) not yet fully operational?

Yes [ ] No [X]

If "YES," attach as Exhibit S-II-6 a narrative description of the other project or projects and a report on the status of each.

FOR EDA USE ONLY

	PJP	(a)	
	PFC	(b)	
	PST	(c)	
RPA	AFS	4f	Applicant Address Code
	PCC	4e	
	PCY	4d	
	ZIP	4g	
PPN	SCY		
	SCC		
	SST		
SBA	SP$		
	ISA	3	
	PSA		
	CGA		
PUN	CGP		
	WKT	(7)	
	TYP	(8)	
	PSD	(16)	M M D D Y Y
	PDU	(17)	MOS.
	RII	(25)	M M D D Y Y
	CCC	(IV)	1 = Yes 9 = No
	LP$	(IV)	
	TP$	(IV)	
	ENG	(IV)	
	PRG		
	APP	4a	
	ORG	4b	
	ADR	4c	

ODOT B-7

LOCATOR NUMBER

L - [ ][ ] - [ ][ ][ ] . [ ] - [ ]

7. Indicate status of project clearance by A-95 Clearinghouse and State Historic Preservation Officer (SHPO). (Check all Appropriate)

☐ a. This project is being submitted to EDA for reconsideration and no significant changes have been made in the size or scope of the project, and

- ☐ (1) A-95 Clearinghouse comments are attached as Exhibit S-II-7a.
- ☐ (2) SHPO comments are attached as Exhibit S-II-7b.
- ☐ (3) A-95 Clearinghouse comments were not received.
- ☐ (4) SHPO comments were not received.

☐ b. This project is being submitted to EDA for reconsideration and one or more significant changes have been made in the size or scope of the project, and

- ☐ (1) The project has been re-submitted to the appropriate A-95 Clearinghouse(s) for comments
- ☐ (2) The project has been re-submitted to SHPO for comments

[X] c. This project is a new or substitute project now being submitted to EDA for the first time, and Form ED-101LPW is attached, and

- [XX] (1) The project has been submitted to the appropriate A-95 Clearinghouse(s) for comment
- [XX] (2) The project has been submitted to SHPO for comment

[X] d. A copy of this applicant's individual or joint listing of Submitted and Endorsed Applications has been forwarded to the appropriate A-95 Clearinghouse(s) and SHPO for information.

8. Energy conservation measures associated with the project. Check all of the statements which apply to this project.

☐ a. The project has been designed in conformity to all applicable American Society of Heating, Refrigerating and Air Conditioning Engineers, Inc., and to state standards for the area in which it is located.

☐ b. The project involves redesign and retrofit of an existing facility for increased energy conservation

☐ c. The project makes use of one or more alternative sources of energy (solar, geothermal, etc.)

N/A

ODOT B-1

LOCATOR NUMBER
L- [ ][ ]-[ ][ ][ ][ ]-[ ]

Part IV. PROJECT BUDGET INFORMATION

Section A – CALCULATION OF LPW GRANT BUDGET

COST CLASSIFICATION (a)	PREVIOUS ESTIMATE (b) NA	PRESENT ESTIMATE (c)	EDA USE ONLY
1. Administration Expenses	$	$ 0	LAD
2. Architectural/Engineering		0	
3. Other Architectural/Engineering Fees		0	LAE
4. Project Inspection Fees *		25,000	
5. Relocation Expenses		0	LIR
6. Relocation Payments to Individuals and Businesses		0	
7. Demolition and Removal a. Labor		0	LDL
b. Non-labor		0	
8. Construction and Project Improvement a. Labor		76,675	LCL
b. Non-labor		60,780	
9. Equipment		70,878	LPE
10. TOTAL *(Lines 1 thru 9)*	$	$ 233,333	
11. Add: Contingencies		16,667	LPC
12. TOTAL LPW Project Amount (eligible costs only)	$	$ 250,000	
13. Federal Share Requested of Line 12 (LPW)		250,000	LF$
14. Other Shares (State, Local, Federal) a. State		0	
b. Other Local/Federal *(Identify under "Remarks" below)*		0	
15. TOTAL Project *(Lines 13 + 14a and b) Includes ineligible costs if any*	$	$ 250,000	T$

Section B – REMARKS

Total additional cost for energy conservation revisions $_____

*Line 4 - Resident Engineer's Salary @ $2532/month plus construction engineering and inspection fees.

Note: *Federal Management Circular 74-7. Exhibit M-4 (modified)*

Union County Bridge Project

LOCATOR NUMBER L- [ ][ ]-[ ][ ][ ][ ]-[ ]

Part V. CIVIL RIGHTS INFORMATION

1. How many definable minority group persons (as defined in 28 CFR 42.402(e)) reside within the jurisdiction served by the applicant?

a. (458-Co) State - 93,893 (Number)

b. (2.4%-Co) state - 4.5% (Percentage of total population of applicant's jurisdiction.)

c. Source of above data State of Oregon - Employment Division Department of Human Resources

2. Is the proposed facility displacing or causing the relocation of those persons identified in Question 1?

☐ Yes ☒ No

ANSWER THE FOLLOWING QUESTION ONLY IF THE ANSWER TO QUESTION 2 IS "YES"

3. What action is being taken to ensure that these persons will be displaced or relocated on a nondiscriminatory basis?

NA

ANSWER QUESTIONS 4 AND 5 ONLY IF THE PERCENTAGE GIVEN IN ANSWER TO QUESTION 1 IS 5% OR LARGER

4. What percentage of the definable minority-group persons identified in Question 1 will be served by the proposed project? _____ %

5. Are the proposed project site and/or services readily accessible to the minority population identified in Question 1?

☒ Yes ☐ No

ANSWER QUESTION 6 ONLY IF THE ANSWER TO QUESTION 5 IS "NO"

6. What action has the applicant taken or what action does it plan to take to ensure that the minority population receives services on a nondiscriminatory basis?

7. Pursuant to the instructions for Part IV, each applicant must attach as Exhibit S-V-7 one of the following documents, displaying data for the year 1976:

☐ A Form ED-612

☒ Form EEO-4 in its entirety, including a summary total sheet

☐ A partial Form EEO-4, including the summary total sheet and detailed data only on the specific department applying

☐ Form EEO-5

☐ Form EEO-6

PART VI: ASSURANCES

Lessor Number
L - [ ][ ] - [ ][ ][ ] - [ ]

The applicant hereby assures and certifies that it shall comply with the regulations, policies, guidelines and requirements, including Office of Management and Budget Circular No. A-95, and Federal Management Circulars 74-4 and 74-7, as they relate to the application, acceptance and use of Federal funds for this federally assisted project. Also, the applicant gives assurance and certifies with respect to the grant that:

1. It shall require the facility to be designed in accordance with the provisions of 41 CFR Subpart 101-19.6 "Accomodations for the Physically Handicapped." The applicant shall be responsible for continuing inspections to insure compliance with this requirement by the contractor.

2. No contract will be awarded in connection with the project to any bidder who will employ any alien in the United States in violation of the Immigration and Nationality Act or any other law, convention, or treaty of the United States relating to the immigration, exclusion, deportation, or expulsion of aliens.

3. The project will be constructed from raw materials mined or produced in the United States and from United States manufactures substantially made from materials mined, produced or manufactured in the United States, unless the Assistant Secretary determines that this requirement is not applicable to the applicant's project.

4. At least 10 per centum of the amount of each grant shall be expended for minority business enterprises, unless the Assistant Secretary determines that this requirement is not applicable to the applicant's project. For the purpose of this paragraph, the term "minority business enterprise" means a business at least 50 per centum of which is owned by minority group members or, in case of a publicly owned business, at least 51 per centum of the stock of which is owned by minority group members. For the purposes of the preceding sentence, minority group members are citizens of the United States who are Negroes, Spanish-speaking, Orientals, Indians, Eskimos, and Aleuts.

5. Special consideration, consistent with existing applicable collective bargaining agreements and practices, shall be given to the employment on the project of qualified disabled veterans as defined in 38 USC 2011 (1), and to qualified Vietnam-era veterans, as defined at 38 USC 2011 (2) (A).

6. If the grant is made under the provisions of Section 108(e) of the Act (Pocket of Poverty), employment engendered by the project will be offered preferentially to the residents of the neighborhood or community that defines the project area. Further, the project will be located physically within the project area as defined in Exhibit S-II-5, previously submitted to EDA.

7. No part of the construction (including demolition and other site preparation activities), renovation, repair or other improvement of the project shall be performed directly by any department, agency, or instrumentality of any State or local government. Construction of the project shall be performed by contract awarded by competitive bidding, unless the Assistant Secretary determines that some other method of bidding is in the public interest.

8. The applicant will comply with assurances made previously in connection with any earlier application submitted on Form ED-101LPW for financial assistance for the project herein described if assistance for the project is approved.

LOCATOR NUMBER

L- [ ][ ]-[ ][ ][ ][ ]-[ ]

LIST OF EXHIBITS

Number of Exhibit	Description of Exhibit	Attached? Yes	Attached? No	EDA USE ONLY
ED-101 LPW	LPW Application (for new projects)	X		
S-II-2	Narrative statement concerning reasons for submitting new application	X		
S-II-3a	List of Submitted and/or Endorsed LPW Applications in Order of Priority	X		
S-II-3b	Local Government/School District List of Submitted and/or Endorsed LPW Applications in Order of Jointly-Assigned Priority		X	
S-II-4	Certificate of Project Endorsement		X	
S-II-5	Definition of Community or Neighborhood (Pocket of Poverty) within an Otherwise Ineligible City, and Statement of Average Unemployment Rate		X	
S-II-6	Statement concerning dependence of this project on other projects and status of each		X	
S-II-7a	Comment from A-95 Clearinghouse		X	
S-II-7b	Comment from SHPO		X	
S-III-1	Updated architect/engineer (A/E) report		X	
S-III-2	Continuation Sheet – Detailed Statement of changes in Application Data (____ pages)		X	
S-V-7	Civil Rights documentation, Form EEO-A (Applicant: Enter Identifying Number)	X		
S-VI-3	Request for waiver of "buy American" requirement		X	
S-VI-4	Request for waiver of 10% minority business enterprise requirement		X	
S-IV-7	Request for waiver of competitive bidding requirement		X	

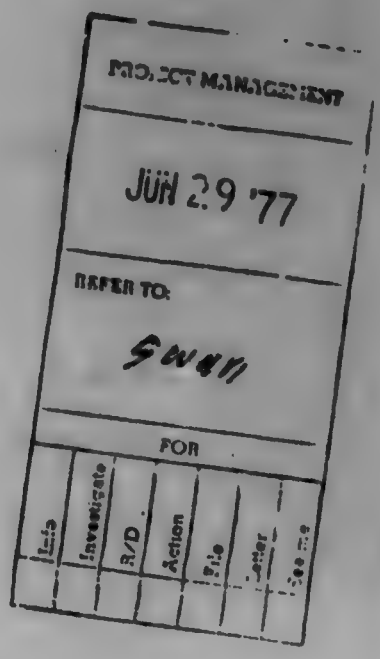
EXHIBIT S-II-2

This application is being submitted to fulfill compelling local needs. This bridge is on a list of critical bridges in serious need of replacement. Alternative funding sources are not available to construct the bridge. In addition, the relative size of the proposed project lends itself to providing the most benefit in reducing unemployment and stimulating the local economy.

OEOT 8-7

ROBERT W. STRAUB
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310



June 28, 1977

NOTED
D. H. MOLHRING

Mr. C. Mark Smith
Regional Administrator
Economic Development Administration
Lake Union Building
1700 Westlake Ave.
Seattle, Washington 98109

Dear Mr. Smith:

I am in receipt of your letter dated June 7, 1977, advising that the "Planning Target" for the State of Oregon for Round II of the Local Public Works Program is $5,670,000. The registered letter was received on June 13, 1977.

In accordance with the rules and regulations as published in the Federal Register on May 27, 1977 and the EDA guidelines, the enclosed list of projects is submitted as the State of Oregon's priority list.

All but three of the projects are new and will require the submittal of the full applications as well as supplemental forms.

In reviewing the public works requirements of the State, and after consultation with the Legislature, I believe that even though the projects submitted during Round I are still badly needed, it would be in the best interests of the state to submit these new projects for Round II funding.

Appropriate applications for each of the projects are being finalized and will be forwarded in the next few days.

Sincerely,

Governor

NOTED
RICHARD UNREIN

RWS:djg
Enclosure
cc: Tom Current, EDA

ODOT B-7

LOCATOR NUMBER L- - - -

EXHIBIT S-II-3a

LIST OF SUBMITTED OR ENDORSED LPW APPLICATIONS IN ORDER OF PRIORITY

Legal Name of Applicant	Street/P.O. Box
State of Oregon Department of Transportation	207 Transportation Building
	City: Salem
Organizational Unit	County: Marion
Project Management Branch	State: Oregon — ZIP Code: 97310

NOTE: SCHOOL DISTRICTS MUST IDENTIFY THE CITY (OR CITIES AND COUNTY) PRINCIPALLY TO BE SERVED BY EACH PROJECT.

Type of Applicant and Relationship to School District

As defined in the Instruction to Part I-1 of the LPW Application Supplement,

- [xx] The Applicant is neither a city, a county, nor a school district.
- [ ] The applicant is a city or a county, and there is no school district with authority under law to apply for LPW funds for school projects principally to serve the city or county.
- [ ] The applicant is a city or a county, and no school district with authority to apply for EDA funds for school projects principally to serve the local jurisdiction has applied or will apply for such assistance.
- [ ] The applicant is a city, a county or a school district authorized to apply for LPW funds for school projects principally to serve a city or a county and wishes EDA to select among the Local Government's and school district's applications.

Priority	EDA Locator Number	Name of Applicant and Description of Project	LPW Funds Requested
Highest 1		Salem Motor Pool Building	$ 646,000
2		Remodel Eugene Office Building	$ 462,000
3		Sewer Renovations, Marion County	$ 281,000

LOCATOR NUMBER

L - [ ][ ] - [ ][ ][ ][ ] - [ ]

ODOT B-7

Priority	EDA Locator Number	Name of Applicant and Description of Project	LPW Funds Requested
4		Pendleton Office Building	$ 1,569,000
5	OR-0538-1	Historic Restoration of Wolf Creek Tavern	$ 600,000
6		Port Orford Sewerage Project	$ 210,000
7		Willamette River Overflow Bridge Albany-Junction City Highway	$ 350,000
8		Willamette Overflow Bridge Albany-Junction City Highway	$ 320,000
9	OR-0361-0	Restroom for Shore Acres	$ 95,000
10		Sewage Collection for Beverly Beach	$ 150,000
11		Bear Creek Bridge Coquille-Bandon Highway	$ 210,000
12		Beach Access Facilities at Oceanside	$ 150,000
13		Beach Access Facilities at Manhattan Beach	$ 175,000
14		North Powder River Bridge Haines-Anthony Highway	$ 165,000
15		Lighthouse Restoration for Cape Meares	$ 45,000

FORM ED-101LPW-S (5-77)

USCOMM-DC 63948-P.77

continuation sheet attached

ODOT B-7

LOCATOR NUMBER L- | | - | | | | | - |

Priority	EDA Locator Number	Name of Applicant and Description of Project	LPW Funds Requested
16		Meadow Creek Bridge & Culvert Ukiah-Hilgard Highway	$ ~~250,000~~ 242,000
17	OR-0862-0	Restroom for Fogarty Creek	$ 90,000
18		Oak Ranch Creek Bridge Nehalem Highway	$ 250,000
19		Deer Island Wayside	$ 50,000
			$
			$
			$
			$
			$
			$
			$
			$

FORM ED-101LPW-S (8-77)

USCOMM-DC 63948-P77

EXHIBIT S-V-7 ODOT B-7

EQUAL EMPLOYMENT OPPORTUNITY COMMISSION

STATE AND LOCAL GOVERNMENT INFORMATION (EEO-4)

EXCLUDE SCHOOL SYSTEMS AND EDUCATIONAL INSTITUTIONS

(Read attached instructions prior to completing this form)

FORM APPROVED OMB NO 124-R0009

MAIL COMPLETED FORM TO

Oregon State Highway Division (DOT)
State Transportation Bldg.
Salem, OR 97310

A. TYPE OF GOVERNMENT (Check one box only)

☒ 1. State ☐ 2. County ☐ 3. City ☐ 4. Township ☐ 5. Special district

☐ 6. Other (Specify)_____

B. IDENTIFICATION

1. NAME OF POLITICAL JURISDICTION (If same as label, skip to item C)

EEOC USE ONLY A B

2. Address - Number and Street	CITY/TOWN	COUNTY	STATE/ZIP

C. FUNCTION

(Check one box to indicate the function for which this form is being submitted. Data should be reported for all departments and agencies in your government covered by the function indicated. If you cannot supply the data for every agency within the function, attach separate a list showing name and address of agencies whose data are not included.)

	1 FINANCIAL ADMINISTRATION Tax assessing, tax billing and collection, budgeting, purchasing, central accounting and similar financial administration carried on by a treasurer's, auditor's or comptroller's office and GENERAL CONTROL Duties usually performed by boards of supervisors or commissioners, central administrative offices and agencies, central personnel or planning agencies, all judicial offices and employees (judges, magistrates, bailiffs, etc.)		8 HEALTH Provision of public health services, outpatient clinics, visiting nurses, food and sanitary inspections, mental health, etc.
			9 HOUSING Code enforcement, low rent public housing, fair housing or distance enforcement, housing for elderly, housing rehabilitation, rent control
XX	2 STREETS AND HIGHWAYS Maintenance, repair, construction and administration of streets, alleys, sidewalks, roads, highways and bridges		10 COMMUNITY DEVELOPMENT Planning, zoning, land development, open space, beautification, preservation
	3 PUBLIC WELFARE Maintenance of homes and other institutions for the needy, administration of public assistance (Hospitals and sanatoriums should be reported as item 7.)		11 CORRECTIONS Jails, reformatories, detention homes, half-way houses, prisons, parole and probation activities
	4 POLICE PROTECTION Duties of a police department, sheriff's, constable's, coroner's office, etc., including technical and clerical employees engaged in police activities		12 UTILITIES AND TRANSPORTATION Includes water supply, electric power, transit bus, airports, water transportation and terminals
	5 FIRE PROTECTION Duties of the uniformed fire force and clerical employees. (Report any forest fire protection activities as item 6.)		13 SANITATION AND SEWAGE Street cleaning, garbage and refuse collection and disposal. Provision, maintenance and operation of sanitary and storm sewer systems and sewage disposal plants
	6 NATURAL RESOURCES Agriculture, forestry, forest fire protection, irrigation, drainage, flood control, etc., and PARKS AND RECREATION Provision, maintenance and operation of parks, play grounds, swimming pools, auditoriums, museums, zoos, etc.		14 EMPLOYMENT SECURITY
	7 HOSPITALS AND SANATORIUMS Operation and maintenance of institutions for inpatient medical care		15 OTHER (Specify)

EXHIBIT 5-V-7

ODOT B-7

D. EMPLOYMENT DATA AS OF XXXXXXXXXXXX January to June 30, 1977

(Do not include elected/appointed officials. Blanks will be counted as zero)

1. FULL TIME EMPLOYEES (Temporary employees not included)

	JOB CATEGORIES	ANNUAL SALARY (in thousands) 000	TOTAL (COLUMNS B-K) A	MALE: NON HISPANIC ORIGIN WHITE B	MALE: NON HISPANIC ORIGIN BLACK C	MALE: HISPANIC D	MALE: ASIAN OR PACIFIC ISLANDER E	MALE: AMERICAN INDIAN OR ALASKAN NATIVE F	FEMALE: NON HISPANIC ORIGIN WHITE G	FEMALE: NON HISPANIC ORIGIN BLACK H	FEMALE: HISPANIC I	FEMALE: ASIAN OR PACIFIC ISLANDER J	FEMALE: AMERICAN INDIAN OR ALASKAN NATIVE K
	SKILLED CRAFT	40 $ 01 39											
		50 40 59											
		51 60 79											
		52 80 99											
G		53 100 129		238			1	3	1				
		54 130 159		366		1							
		55 160 249		23									
		56 250 PLUS											
	SERVICE MAINTENANCE	57 01 39											
		58 40 59											
		59 60 79		23	2	1	1	1	1	1			
H		60 80 99		823	8	14	6	17	6		1		
		61 100 129		48									
		62 130 159		3									
		63 160 249											
		64 $ 250 PLUS											
	65. TOTAL FULL TIME (LINES 1-64)			2698	18	21	11	29	225	1	5	3	2

2. OTHER THAN FULL TIME EMPLOYEES (Include temporary employees)

A	66. OFFICIALS / ADMIN											
B	67. PROFESSIONALS							1				
C	68. TECHNICIANS											
D	69. PROTECTIVE SERV											
E	70. PARA PROFESSIONAL		29					72				
F	71. OFFICE / CLERICAL		2					27		1		
G	72. SKILLED CRAFT		36									
H	73. SERV / MAINT.		119	6	4		5	56		1		
	74. TOTAL OTHER THAN FULL TIME (LINES 66-73)		186	6	4	0	5	156	0	2	0	0

3. NEW HIRES DURING FISCAL YEAR Permanent full time only

XXXXXXXXXXX January 1, through June 30, 1977

75. OFFICIALS / ADMIN		6									
76. PROFESSIONALS		1					3				
77. TECHNICIANS											
78. PROTECTIVE SERV											
79. PARA PROFESSIONAL											
80. OFFICE / CLERICAL		3					19		1		
81. SKILLED CRAFT		4									
82. SERV / MAINT		36					3		1		
83. TOTAL NEW HIRES (LINES 75-82)		50					25		2		

EXHIBIT S-V-2

ODOT B-7

REMARKS (List National Crime Information Center (NCIC) numbers assigned to any Criminal Justice Agencies whose data are included in this report.)

CERTIFICATION. I certify that the information given in this report is correct and true to the best of my knowledge and was reported in accordance with accompanying instructions. (Wilfully false statements on this report are punishable by law, U.S. Code, Title 18, Section 1001.)

NAME OF PERSON TO CONTACT REGARDING THIS FORM	TITLE
James L. Butler	Civil Rights Coordinator
ADDRESS (Number and Street, City, State, Zip Code)	TELEPHONE NUMBER AREA CODE
Transportation Building Salem, OR 97310	(503) 378-8077

DATE	TYPED NAME / TITLE OF AUTHORIZED OFFICIAL	SIGNATURE
6/30/77	H.S. Coulter, State Highway Engineer	

EXHIBIT 5-V-7 ODOT B-7

D. EMPLOYMENT DATA AS OF XXXXXXX January to June 30, 1977

(Do not include elected/appointed officials. Blanks will be counted as zero)

I. FULL TIME EMPLOYEES (Temporary employees not included)

JOB CATEGORIES		ANNUAL SALARY (In thousands)	TOTAL (CERTIFIED BY) A	MALE: NON HISPANIC ORIGIN: WHITE B	MALE: NON HISPANIC ORIGIN: BLACK C	MALE: HISPANIC D	MALE: ASIAN OR PACIFIC ISLANDER E	MALE: AMERICAN INDIAN OR ALASKAN NATIVE F	FEMALE: NON HISPANIC ORIGIN: WHITE G	FEMALE: NON HISPANIC ORIGIN: BLACK H	FEMALE: HISPANIC I	FEMALE: ASIAN OR PACIFIC ISLANDER J	FEMALE: AMERICAN INDIAN OR ALASKAN NATIVE K
OFFICIALS ADMINISTRATORS	1	0 1 3 9											
	2	4 0 5 9											
	3	6 0 7 9											
	4	8 0 9 9		4					1				
	5	100 129		48	1		1	1	1				
	6	130 159		27					2				
	7	160 249		35	1				1				
	8	250 PLUS		58	1								
PROFESSIONALS	9	0 1 3 9											
	10	4 0 5 9											
	11	6 0 7 9											
	12	8 0 9 9											
	13	100 129		4		1			3				
	14	130 159		211	2		1	3	5				
	15	160 249		443	1	1	1	1	2				
	16	250 PLUS		1									
TECHNICIANS	17	0 1 3 9											
	18	4 0 5 9											
	19	6 0 7 9											
	20	8 0 9 9											
	21	100 129		160		1		2	7			1	1
	22	130 159		97		2			4				
	23	160 249		25					3				
	24	250 PLUS											
PROTECTIVE SERVICE	25	0 1 3 9											
	26	4 0 5 9											
	27	6 0 7 9											
	28	8 0 9 9											
	29	100 129											
	30	130 159											
	31	160 249											
	32	250 PLUS											
PARA PROFESSIONALS	33	0 1 3 9											
	34	4 0 5 9											
	35	6 0 7 9											
	36	8 0 9 9		1									
	37	100 129											
	38	130 159											
	39	160 249											
	40	250 PLUS											
OFFICE CLERICAL	41	0 1 3 9							1				
	42	4 0 5 9											
	43	6 0 7 9		1					41		2	1	1
	44	8 0 9 9		1					112		2	1	
	45	100 129		40	2				34				
	46	130 159		18				1	1				
	47	160 249											
	48	$ 250 PLUS											

FHWA FORM 1364 APR 76

ODOT B- 7

Form ED-101LPW (8-76)
OMB No. 41-R-2934
Approval Expires September, 1977

LOCAL PUBLIC WORKS CAPITAL DEVELOPMENT AND INVESTMENT PROGRAM APPLICATION

P.L. 94-369 Sec. 107

No Assistance Shall be Approved until a Completed Application has been Received

U.S. DEPARTMENT OF COMMERCE
ECONOMIC DEVELOPMENT ADMINISTRATION

OMB Approval No. 29-R0218

SECTION I - APPLICANT RECIPIENT DATA

FEDERAL ASSISTANCE Part I

1. Type of action (Mark appropriate box): ☐ Preapplication ☒ Application ☐ Notification of intent (Opt.) ☐ Report of Federal Action

2. Applicant's application: a. Number: ODOT B- 7; b. Date: 19 77 7 1

3. State application identifier (SAI): a. SAI Number: PNRS 7706-2-1020; b. Date Assigned: 19 77 6 24

Leave Blank

4. Legal applicant/recipient
- a. Applicant name: Oregon Department of Transportation
- b. Organization Unit: Project Management Branch
- c. Street, P.O box: 207 Transportation Bldg.
- d. City: Salem
- e. County: Marion
- f. State: Oregon
- g. ZIP Code: 97310
- h. Contact person (Name & phone no.): D. H.Moehring (503)378-6563

5. Federal employer identification no.: 93-6001765W

6. Program (From Federal Catalog): a. Number: 11.310; b. Title: Local Public Works Capital Development and Investment Program

7. Title and description of applicant's project: NA

8. Type of applicant/recipient: A-State; B-Interstate; C-Substate District; D-County; E-City; F-School District; G-Special Purpose District; H-Community Action Agency; I-Higher Educational Inst.; J-Indian Tribe; K-Other (Specify). (Enter appropriate letter) A

9. Type of assistance: A-Basic grant; B-Suppl. grant; C-Loan; D-Insurance; E-Other (Spec.). (Enter appropriate letter(s))

10. Area of project impact (Name of cities, counties, states, etc.)

11. Estimated number of persons benefiting

12. Type of application: A-New; B-Renewal; C-Revision; D-Continuation; E-Augmentation. (Enter appropriate letter) A

13. NA PROPOSED FUNDING

a. Federal	$	.00
b. Applicant		.00
c. State		.00
d. Local		.00
e. Other		.00
f. Total	$	.00

14. NA CONGRESSIONAL DISTRICTS OF: a. Applicant: ORE 2nd; b. Project:

15. Type of Change (For 12C or 12E): A-Increase dollars; B-Decrease dollars; C-Increase duration; D-Decrease duration; E-Cancellation; F-Other (Specify). (Enter appropriate letter(s))

16. Project Start Date: 1977 Yr. mo. day

17. Project Duration: Months

18. Estimated date to be submitted to Fed. Agency: Yr. mo. day

19. Existing Federal Identification number: N/A

20. Federal Agency to receive request (Name, City, State, ZIP Code): Economic Development Administration, Seattle, WA 98109

21. Remarks added (See Sec. IV): NA ☐ Yes ☐ No

SEC. II-CERTIFICATION

22. The Applicant certifies:
- a. To the best of my knowledge and belief, data in this preapplication/application are true and correct, the document has been duly authorized by the governing body of the applicant and the applicant will comply with the attached assurances if the assistance is approved.
- b. If required by OMB Circular A-95 this application was submitted, pursuant to instructions therein, to appropriate clearinghouses and all responses are attached: (See remarks - Sec. IV if more than 3 clearinghouses) (1) State (2) District (13) (3) — No Response: ☐ ☐ ☐; Response Attached: ☐ ☒ ☐

23. Certifying representative
- a. Typed name and title: D.H. Moehring, Project Management Engineer
- b. Signature: D.H. Moehring
- c. Date signed: Yr. 1977 mo. 7 day 1

SECTION III - FEDERAL AGENCY ACTION

N/A

24. Agency name

25. Application received: Yr. mo. day 19

26. Organizational unit

27. Administrative office

28. Federal application ID

29. Address

30. Federal grant ID

31. Action taken: ☐ a. Awarded ☐ b. Rejected/Denied ☐ c. Returned for Amendment ☐ d. Deferred ☐ e. Withdrawn

32. FUNDING

a. Federal	$	.00
b. Applicant		.00
c. State		.00
d. Local		.00
e. Other		.00
f. Total	$	.00

33. Action date: Year month day 19

34. Starting date: Yr. mo. day 19

35. Contact for additional information (Name and telephone number)

36. Ending date: Yr. mo. day 19

37. Remarks added (See Sec. IV and Exhibit I-22-b) ☐ Yes ☐ No

38. Federal Agency A-95 Action
- a. In taking above action, any comments received from clearinghouses were considered. If agency response is due under provisions of Part I, OMB Circular A-95, it has been or is being made.
- b. Federal Agency A-95 Official (Name and telephone no.)

USCOMM-DC 18686-P76

SECTION IV – REMARKS *(Please reference the proper item number from Sections I, II, or III, if applicable.)*

Agency Special Instructions:

(a) Shaded-over items need not be completed

(b) Item 12.c – Revision refers to applications resubmitted after deficiencies are remedied.

(c) Item 13 – "Proposed Funding " – identify all Federal funds:

Agency Name	Funds	Type of Funds
EDA – LPW	$ 250,000	LPW Grant
*Total Federal	$ 250,000	← (Enter in Item 13a)

(*) Must agree with sum of Line 13 and appropriate part of 14b in Part III, Section B – LPW Grant Budget.

(d) Item 16 - In estimating project start date, assume approval 60 days after receipt.

(e) Item 22b – Modified OMB Circular A-95 procedure applies for first 90 days *(see Regulations and/or Program Guidelines).*

Instructions for Parts II, III, IV, V and VI are attached to the end of the application
PLEASE TYPE/PRINT ALL DATA LEGIBLY

Part II
PROJECT APPROVAL INFORMATION

Section A – GENERAL

1. Does this project require Federal, State, Regional, or local clearance, approvals or permits for construction?

☒ Yes → What is (are) the name(s) of the Agency(ies) or Board(s) which has (have) the authority to issue the clearance, approval or permit?

☐ No

State of Oregon, Division of State Lands, U.S. Army, Corps of Engineers

Attach Clearance Document(s) or Permit(s) as Exhibit II-A-1.

2. Relationship to plans

a. Does the proposed project relate to existing local or regional development plans or programs?

☐ Yes – *Identify Titles and date of Plans* _____

☒ No

b. Does the proposed project advance longer range plans and programs if different from 2a?

☒ Yes – *Identify Titles and date of Plans* Oregon State Highway Division Six-Year Highway Improvement Program - June 1976.

☐ No

3. Will the project for which the assistance is requested cause the displacement of individuals, families, businesses, or farms?

☐ Yes – *State the approximate date(s) of displacement(s) mentioned above:* Date(s) _____

☒ No

4. Has other Federal Assistance (Grant or Loan) been requested for this project?

☐ Yes – *Complete the information on the right.* → Name of Program _____

☒ No

Catalog of Federal Domestic Assistance No. _____
Amount $ _____
Federal ID No. _____
Status as of: (Date) _____

☐ Pre-Application submitted
☐ Application pending *
☐ Application was submitted, but applicant has requested that it be withdrawn from consideration. *
☐ Approved but not funded *
☐ Approved, and this application is a request for supplementary funding
☐ Denied

* *See instructions for required Exhibit II-A-4*

5. If the applicant is a special purpose unit of local government, such as a Port Authority, or Water and Sewer District, explain why the special purpose unit of government is the better qualified agency, rather than the general unit of local government, to apply for and administer the proposed project.

N/A

Section A – GENERAL – Continued

6a. The project is [X], is not [ ] located in an area designated by the U.S. Department of Housing and Urban Development as an area having special flood hazards under the Flood Disaster Protection Act of 1973 (P.L. 93-234).

b. The area in which the project is located has [X], has not [ ] been identified by the U.S. Department of Housing and Urban Development as one in which the sale of flood insurance has been made available under the National Flood Insurance Act of 1968. (42 U.S.C. 4001).

7. Does project extend beyond the boundaries of applicant's jurisdictional area?

[ ] Yes -- *Comments must be obtained from the appropriate government authorities of each jurisdictional area, or from the appropriate governmental unit having authority over the entire project area. Attach as Exhibit II-A-7.*

[X] No

8. Attach as Exhibit II-A 8 a certification from the properly authorized official of the Federal Agency or State or local government within which the project is located, that no funds budgeted and available or otherwise specifically committed for the project applied for in this application shall be reduced, diminished, or replaced by funds requested in this application.

Section B – ENGINEERING INFORMATION

1. Complete, and attach as Exhibits II-B-1a and 1b, the following:

Applicant's Certificate for Contract Construction. (Exhibit II-B-1a)
A/E's Certificate for Contract Construction. (Exhibit II-B-1b)

2. Architect/Engineer or Project Designer

Name Oregon Department of Transportation (Applicant)

Address (include ZIP code) Transportation Bldg., Salem, OR 97310

Telephone Area Code 503 Number 378-6563

Attach a copy of the agreement between the applicant and A/E, and identify as Exhibit II-B-2.

3. Attach and identify as Exhibit II-B 3 a copy of the Architect/Engineer Report on the proposed project.

4. Attach and identify as Exhibit II B 4 an opinion from acceptable Title Counsel describing the interest applicant/operator has in the site and certifying that the estate or interest is legal and valid.

Section C – CIVIL RIGHTS INFORMATION

1. In the previous two years, has the applicant:

(a) been involved in any lawsuit alleging discrimination because of race, color, sex or national origin;

(b) had any administrative complaints filed against the applicant alleging discrimination because of race, color, sex or national origin; or

(c) undergone any Civil Rights Compliance reviews?

[X] Yes - *Attach a brief narrative description of the action and its outcome or resolution. Include the identities of the entities (e.g. individual government bureau) involved. Identify as Exhibit II-C-1.*

[ ] No

2. Submit a copy of the most current Form EEO 4, "State and Local Government Report." If the applicant employs over 1000 persons or does not have an EEO-4, a Form ED 612, "Assurance of Job Opportunities for the Unemployed", may be used to reflect the applicant's total current employment. Identify as Exhibit II-C-2.

NA

Part III
PROJECT BUDGET INFORMATION

Section A – GENERAL

Type of LPW Grant Requested: *(Check one)*

1. [X] 100% Grant for new project.
2. [ ] Supplementary Grant to increase Federal Contribution to Approved Federal Agency Project.
3. [ ] Supplementary Grant to provide all or part of the State or local share (but not both) of an approved State or local public works project.

See instructions for required Exhibit III-A-1, III-A-2 or III-A-3.

N/A

Section B – CALCULATION OF LPW GRANT BUDGET

Cost classification (a)		Total amount required *(Present estimate)* (b)
1. Administration Expenses		$
2. Architectural Engineering		
3. Other Architectural Engineering Fees		
4. Project Inspection Fees		
5. Relocation Expenses		
6. Relocation Payments to Individuals and Businesses		
7. Demolition and Removal a. Labor		
b. Non-labor		
c. TOTAL		$
8. Construction and Project Improvement a. Labor		
b. Non-labor		
c. TOTAL		$
9. Equipment		
10. TOTAL *(Lines 1 thru 9)*		$
11. Add: Contingencies		
12. TOTAL Project Amount		$
13. Federal Share Requested in Line 12 (LPW)		
14. Other Shares (State, Local, Federal) a. State		
b. Other Local/Federal *(Identify under "Remarks" below)*		
c. TOTAL Other Shares		$
15. TOTAL Project *(Lines 13 and 14c)*		

Section C – REMARKS

N/A

Note: Federal Management Circular 74-7, Exhibit M-4 (modified)

Part IV
PROJECT NARRATIVE

Section A – PROJECT DESCRIPTION

1. **Physical Description of Project** – Identify the major elements of the project and indicate type of work being performed such as new construction, demolition, renovation, repair or improvements. When identifying major project elements, list in order of importance, with the major project element representing the largest fraction of the total cost of the project listed first.

This project consists of bridge structure replacement with appropriate roadway connections.

Major Elements: a- Concrete structure

b- Roadway surfacing

2. **Program Description of Project** – Describe the objectives of the public works project for which the LPW grant is being requested and include any long-term benefits that may accrue to the community.

This project will replace a structurally deficient and obsolete bridge which is in a bad "S" curve alignment. The present structure services the timber and cattle industries and recreational travel. The new bridge will be built to standard width and placed in a straightened alignment. Replacement will promote the general safety and well being of the traveling public.

3. **Project Area** – Define the project area; include the appropriate boundaries and/or jurisdiction. The project area definition must be identical with that upon which the project area's unemployment was based *(See IV. B. 1)*.

NA

NA **Section B – PROJECT IMPACT**

1. Attach Exhibit IV-B-1, "Request for Eligibility", to establish basis for the project area's priority. NA

2. If the project area is a community or neighborhood within a local jurisdiction, describe how the project directly benefits, or provides employment for unemployed persons who are residents of the community or neighborhood for which the unemployment data was supplied.

NA

3. Describe expected impact of construction of this project on unemployment in the project area.

NA

Section C – APPLICANT'S ESTIMATE OF CONSTRUCTION JOB OPPORTUNITIES CREATED BY THIS PROJECT

Job or job skills	Total projected number of employees	Estimated number of person-months of employment
Skilled labor	9	61
Unskilled labor	2	15
Other	1	9
TOTAL	12	85

Part V
ENVIRONMENTAL DATA

A. Has a Federal, State, or Local Environmental Impact Statement or Analysis been prepared for this project?

[X] Yes – *Attach a copy of that document as Exhibit V-A. Compare this document with the information requested in the instructions to be sure that every point is covered, and correct any deficiencies.*

[ ] No – *Provide detailed environmental information requested in the Instructions for Part V. Attach as Exhibit V-A.*

B. If the State Historic Preservation Officer (SHPO) has reviewed and commented on this project proposal, attach a copy of these comments as Exhibit V-B.

If not, the applicant must provide the SHPO with a detailed project description (such as the A/E Report) and request comments which must be submitted to the appropriate EDA Regional Office.

Date on which the SHPO was notified: *NOTE: This date must be prior to submission of the application to EDA.* See Exhibit V-B → Date

C. Will any of the following items be affected by the proposed project? (Answer for all areas that are directly affected or adjacent to affected property). – *Check appropriate box for every item of the following checklists.*

Yes	No	Unknown	1. Land Use
[ ]	[X]	[ ]	Wildnerness (designated or proposed under the Wildnerness Act)
[ ]	[X]	[ ]	Open Spaces
[ ]	[X]	[ ]	Forests
[ ]	[X]	[ ]	Grazing
[ ]	[X]	[ ]	Agricultural
[ ]	[X]	[ ]	Residential
[ ]	[X]	[ ]	Commercial
[ ]	[X]	[ ]	Industrial
[ ]	[X]	[ ]	Mining, Quarrying
[ ]	[X]	[ ]	Recreational
[X]	[ ]	[ ]	Transportation
[ ]	[X]	[ ]	Parks
[ ]	[X]	[ ]	Hospitals
[ ]	[X]	[ ]	Schools
[ ]	[X]	[ ]	Historical, Archeological Sites (Listed on the National Register of Historic Places or which may be eligible for listing)

Yes	No	Unknown	2. Critical Resources
[ ]	[X]	[ ]	Shoreline
[ ]	[X]	[ ]	Beaches
[ ]	[X]	[ ]	Dunes
[ ]	[X]	[ ]	Steep Slopes
[ ]	[X]	[ ]	Aquifer Recharge Area
[ ]	[X]	[ ]	Wildlife Refuge
[ ]	[X]	[ ]	Estuary
[ ]	[X]	[ ]	Wetlands
[ ]	[X]	[ ]	Floodplain
[ ]	[X]	[ ]	Critical Habitats (or endangered/threatened species)
[ ]	[X]	[ ]	Wild or scenic river (proposed or designated under the Wild and Scenic Rivers Act)

D. Are any facilities under your ownership, lease, or supervision to be utilized in the accomplishment of this project, either listed or under consideration for listing on the Environmental Protection Agency's List of Violating Facilities?

[ ] Yes

[X] No

Part VI

ASSURANCES

The applicant hereby assures and certifies that it shall comply with the regulations, policies, guidelines and requirements, including Office of Management and Budget Circular No. A-95, and Federal Management Circulars 74-4 and 74-7, as they relate to the application, acceptance and use of Federal funds for this federally-assisted project. Also, the applicant gives assurance and certifies with respect to the grant that:

1. It possesses legal authority to apply for the grant, and to finance and construct the proposed facilities; that a resolution, motion or similar action has been duly adopted or passed as an official act of the applicant's governing body, authorizing the filing of the application, including all understandings and assurances contained therein, and directing and authorizing the person identified as the official representative of the applicant to act in connection with the application and to provide such additional information as may be required.

2. It shall comply with the provisions of: Executive Order (E.O.) 11296, relating to evaluation of flood hazards, and E.O. 11288, relating to the prevention, control, and abatement of water pollution.

3. If the requested financial assistance is for a supplementary grant to another Federal Agency, the other Federal Agency's financial assistance has been approved and is immediately available and sufficient funds shall be available when construction is completed to assure effective operation and maintenance of the facility for the purposes constructed.

4. It shall submit to the appropriate Federal agency for prior approval changes that alter the costs of the project, use of space, or functional layout; that it shall not enter into a construction contract(s) for the project or undertake other activities until the conditions of the construction grant program(s) has (have) been met.

5. It shall provide and maintain competent and adequate architectural engineering supervision and inspection at the construction site to insure that the completed work conforms with the approved plans and specifications, that it shall furnish progress reports and such other information as the Federal grantor agency may require.

6. It shall operate and maintain the facility in accordance with the minimum standards as may be required or prescribed by the applicable Federal, State and local agencies as to the maintenance and operation of such facilities.

7. It shall give the grantor agency and the Comptroller General through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the grant, for the entire time period beginning with project approval and ending three years after the final disbursement of grant funds.

8. It shall require the facility to be designed to comply with the "American Standard Specifications for Making Buildings and Facilities Accessible to, and Usable by, the Physically Handicapped," Number A117.1-1961, as modified (41 CFR 101-17.703) and 13 CFR 309.14. The applicant shall be responsible for conducting inspections to insure compliance with these specifications by the contractor.

9. It shall cause on-site labor on the project to begin within 90 days after receipt of notification from the approving Federal agency that funds have been approved and that the project will be prosecuted to completion with reasonable diligence. It further understands that after approval of the project the Government can, at its option, cancel its obligation to provide funds for the project if the applicant is unable for any reason to cause on-site labor on the project to begin within the 90-day period.

10. Construction of the project has not started.

11. It assures that as a Recipient receiving Federal financial assistance from the Economic Development Administration, it shall comply with Title VI and Title VII of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d et seq.); E.O. 11246 as amended by E.O. 11375; the requirements imposed by or pursuant to Regulations, issued for the Department of Commerce and designated as 15 CFR Subtitle A, Part 8; Section 110, P.L. 94-369; and any amendments thereto.

12. It shall establish safeguards to prohibit employees from using their positions for a purpose that is, or gives the appearance of being motivated by a desire for private gain for themselves or others, particularly those with whom they have family, business, or other ties.

13. It shall comply with the requirements of Title III of the Uniform Relocation Assistance and Real Property Acquistions Act of 1970 (P.L. 91-646), 42 U.S.C. 4601 et seq. and 13 CFR Part 310, which provides for fair and equitable treatment of persons displaced as a result of Federal and federally assisted programs.

14. It shall comply with the provisions of the Hatch Act which limit the political activity of employees.

15. It shall comply with the minimum wage and maximum hours provisions of the Federal Fair Labor Standards Act, as they apply to hospital and educational institution employees of State and local governments.

16. It shall comply with provisions of the Davis-Bacon Act, as amended (40 U.S.C. 276a-276a-5). Such provisions include the payment of prevailing wage rates of the area as determined by the Secretary of Labor, to laborers and mechanics employed by contractors and subcontractors for all construction undertaken in connection with this project.

17. It agrees in the event this application is deemed approved by operation of law, pursuant to Section 107 of P.L. 94-369, it shall be bound by the Standard Terms and Conditions used in the Grant Agreements for the Local Public Works program and such other requirements as EDA may reasonably impose.

18. In accord with these assurances and without limiting the above, it agrees that these assurances shall be binding upon them, their grantees, assignees, transferees, lessees, and successors in interest. These assurances shall also be binding through every modification or amendment to the project.

EXHIBIT II-A-1

ODOT 8-7

FROM THE DIVISION OF STATE LANDS

PRELIMINARY
ATTACHMENT "A"

Grande Ronde River
Meadow Creek
Union County
Highway Job No. 160
Meadow Creek Bridge
Ukiah-Hilgard Hwy.

Special Conditions for Material Removal/Fill Permit No. 2094

1. The operation shall be conducted in a manner that will minimize a turbidity increase.

2. Where possible the operation shall be conducted behind a berm or leave strip sufficient to isolate the operation from the free flowing stream.

3. There shall be no operation of equipment in the active flowing stream between December 31 and July 1.

4. At the project's completion the stream shall be placed in a single channel as shown on the application.

5. Riprap shall be placed under these conditions:

   a. Only clean, erosion resistant rock from an upland source shall be used as riprap.

   b. The riprap rock shall be placed from above the bank.

   c. The completed revetment shall have a slope no steeper than 1½:1.

   d. Streambed gravel may be used to prepare a filter blanket if from toe trench excavation or other areas approved by the Department of Fish and Wildlife.

   e. Riprap shall be placed to present a smooth channel alignment.

6. Waste materials and spoils shall be placed above the bankline.

7. Removal of existing woody vegetation shall be minimal.

8. Areas of streambank disturbance shall be seeded or planted with grass and/or legumes, shrubs and trees. Slope of vegetated banks shall be no steeper than 2:1.

9. Fresh concrete shall not be placed in the active flowing stream.

10. Riprap shall be eliminated from the plan for the new southeast bank of the Grande Ronde River. This portion of the bank shall be revegetated.

11. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

August 8, 1975

EXHIBIT II-A-1

OCT 8-9

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS

NOTICE OF AUTHORIZATION

7 April 1977

A PERMIT TO Place Fill Below the Ordinary High Waterline for Replacement of an Existing Bridge over Meadow Creek

AT Meadow Creek, Grande Ronde River Mile 183.2

HAS BEEN ISSUED TO Oregon State Highway Division ON 7 April 1977

ADDRESS OF PERMITTEE 212 Highway Bldg.
Salem, OR 97310

PERMIT NUMBER 01-0YC-4-00340-77-17

EDWARD H. GEORGE III
LTC, CE
Acting District Engineer

ENG Form 4336
Jul 70

THIS NOTICE MUST BE CONSPICUOUSLY DISPLAYED AT THE SITE OF WORK.

* GPO: 1971 O—415-888

Orig. permit, copy sticker: Gen. Files

Copy permit & sticker: Keasey, Ellison, (Versteeg,) Terpin, Schwartz

Orig. sticker, cpy permit: Cecil Head: Please mail sticker to Resident Engineer with signed copy of contract when let.

QNT 8-7

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

NPWOP-NF

7 April 1977

NPW NO: 071-OYC-4-000340-77-17

Oregon State Highway Division
212 Highway Building
Salem, OR 97310

Gentlemen:

The inclosed permit authorizes you to place fill material below the line of ordinary high water for replacement of an existing bridge over Meadow Creek. The permit should be recorded in accordance with General Condition t. and filed in an appropriate location for future reference. The yellow Notice of Authorization should be posted at the project site.

Should it become necessary to deviate from the approved drawings, revised drawings showing the proposed changes must be submitted to us for approval before any work is started.

This office should be notified when the work authorized by the inclosed permit is started and immediately after its completion.

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

2 Incls
1. Permit
2. Notice of Authorization

EDWARD H. GEORGE III
LTC, CE
Acting District Engineer

RECEIVED
APR 11 1977
LOCATION
SECTION

ODOT B-7

Application No. 071-OYC-4-000340-77-17

Name of Applicant Oregon State Highway Division

Effective Date 7 APR 1977

Expiration Date (If applicable) _____

DEPARTMENT OF THE ARMY
PERMIT

Referring to written request dated 15 September 1976 for a permit to:

( ) Perform work in or affecting navigable waters of the United States, upon the recommendation of the Chief of Engineers, pursuant to Section 10 of the Rivers and Harbors Act of March 3, 1899 (33 U.S.C. 403);

(X) Discharge dredged or fill material into navigable waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 404 of the Federal Water Pollution Control Act (86 Stat. 816, P.L. 92-500);

( ) Transport dredged material for the purpose of dumping it into ocean waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (86 Stat. 1052; P.L. 92-532);

Oregon State Highway Division
212 Highway Bldg.
Salem, OR 97310

◄ (Here insert the full name and address of the permittee)

is hereby authorized by the Secretary of the Army:

to place approximately 1,900 cubic yards of riprap and 400 cubic yards of filter blanket below the line of ordinary high water, required for the replacement of an existing bridge over Meadow Creek.

◄ (Here describe the proposed structure or activity, and its intended use. In the case of an application for a fill permit, describe the structures, if any, proposed to be erected on the fill. In the case of an application for the discharge of dredged or fill material into navigable waters or the transportation for discharge in ocean waters of dredged material, describe the type and quantity of material to be discharged.)

in Meadow Creek and Grande Ronde River

◄ (Here to be named the ocean, river, harbor, or waterway concerned.)

at Grande Ronde River Mile 183.2, approx. 20 miles southwest of LaGrande, Oregon, on the Ukiah-Hilgard Highway (No. 244) Sec. 36, T.35, R.35E.

◄ (Here to be named the nearest well-known locality—preferably a town or city—and the distance in miles and tenths from some definite point in the same, stating whether above or below or giving direction by points of compass.)

In accordance with the plans and drawings attached hereto which are incorporated in and made a part of this permit (on drawings: give file number or other definite identification marks): entitled: Meadow Creek Bridge Section
Ukiah-Hilgard Highway
Union County

subject to the following conditions:

1. General Conditions:

a. That all activities identified and authorized herein shall be consistent with the terms and conditions of this permit; and that any activities not specifically identified and authorized herein shall constitute a violation of the terms and conditions of this permit which may result in the modification, suspension or revocation of this permit, in whole or in part, as set forth more specifically in General Conditions j or k hereto, and in the institution of such legal proceedings as the United States Government may consider appropriate, whether or not this permit has been previously modified, suspended or revoked in whole or in part.

ODOT B-7

b. That all activities authorized herein shall, if they involve a discharge or deposit into navigable waters or ocean waters, be at all times consistent with applicable water quality standards, effluent limitations and standards of performance, prohibitions, and pretreatment standards established pursuant to Sections 301, 302, 306 and 307 of the Federal Water Pollution Control Act of 1972 (P.L. 92-500; 86 Stat. 816), or pursuant to applicable State and local law.

c. That when the activity authorized herein involves a discharge or deposit of dredged or fill material into navigable waters, the authorized activity shall, if applicable water quality standards are revised or modified during the term of this permit, be modified, if necessary, to conform with such revised or modified water quality standards within 6 months of the effective date of any revision or modification of water quality standards, or as directed by an implementation plan contained in such revised or modified standards, or within such longer period of time as the District Engineer, in consultation with the Regional Administrator of the Environmental Protection Agency, may determine to be reasonable under the circumstances.

d. That the permittee agrees to make every reasonable effort to prosecute the work authorized herein in a manner so as to minimize any adverse impact of the work on fish, wildlife and natural environmental values.

e. That the permittee agrees to prosecute the work authorized herein in a manner so as to minimize any degradation of water quality.

f. That the permittee shall permit the District Engineer or his authorized representative(s) or designee(s) to make periodic inspections at any time deemed necessary in order to assure that the activity being performed under authority of this permit is in accordance with the terms and conditions prescribed herein.

g. That the permittee shall maintain the structure or work authorized herein in good condition and in accordance with the plans and drawings attached hereto.

h. That this permit does not convey any property rights, either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to property or invasion of rights or any infringement of Federal, State, or local laws or regulations, nor does it obviate the requirement to obtain State or local assent required by law for the activity authorized herein.

i. That this permit does not authorize the interference with any existing or proposed Federal project and that the permittee shall not be entitled to compensation for damage or injury to the structures or work authorized herein which may be caused by or result from existing or future operations undertaken by the United States in the public interest.

j. That this permit may be summarily suspended, in whole or in part, upon a finding by the District Engineer that immediate suspension of the activity authorized herein would be in the general public interest. Such suspension shall be effective upon receipt by the permittee of a written notice thereof which shall indicate (1) the extent of the suspension, (2) the reasons for this action, and (3) any corrective or preventative measures to be taken by the permittee which are deemed necessary by the District Engineer to abate imminent hazards to the general public interest. The permittee shall take immediate action to comply with the provisions of this notice. Within ten days following receipt of this notice of suspension, the permittee may request a hearing in order to present information relevant to a decision as to whether his permit should be reinstated, modified or revoked. If a hearing is requested, it shall be conducted pursuant to procedures prescribed by the Chief of Engineers. After completion of the hearing, or within a reasonable time after issuance of the suspension notice to the permittee if no hearing is requested, the permit will either be reinstated, modified or revoked.

k. That this permit may be either modified, suspended or revoked in whole or in part if the Secretary of the Army or his authorized representative determines that there has been a violation of any of the terms or conditions of this permit or that such action would otherwise be in the public interest. Any such modification, suspension, or revocation shall become effective 30 days after receipt by the permittee of written notice of such action which shall specify the facts or conduct warranting same unless (1) within the 30-day period the permittee is able to satisfactorily demonstrate that (a) the alleged violation of the terms and the conditions of this permit did not, in fact, occur or (b) the alleged violation was accidental, and the permittee has been operating in compliance with the terms and conditions of the permit and is able to provide satisfactory assurances that future operations shall be in full compliance with the terms and conditions of this permit; or (2) within the aforesaid 30-day period, the permittee requests that a public hearing be held to present oral and written evidence concerning the proposed modification, suspension or revocation. The conduct of this hearing and the procedures for making a final decision either to modify, suspend or revoke this permit in whole or in part shall be pursuant to procedures prescribed by the Chief of Engineers.

l. That in issuing this permit, the Government has relied on the information and data which the permittee has provided in connection with his permit application. If, subsequent to the issuance of this permit, such information and data prove to be false, incomplete or inaccurate, this permit may be modified, suspended or revoked, in whole or in part, and/or the Government may, in addition, institute appropriate legal proceedings.

m. That any modification, suspension, or revocation of this permit shall not be the basis for any claim for damages against the United States.

n. That the permittee shall notify the District Engineer in advance of the time of commencement, and one week, return

ODOT B-7

n. That the permittee shall notify the District Engineer at what time the activity authorized herein will be commenced, as far in advance of the time of commencement as the District Engineer may specify, and of any suspension of work, if for a period of more than one week, resumption of work and its completion.

o. That if the activity authorized herein is not started on or before the 15th day of April, 19 78, (one year from the date of issuance of this permit unless otherwise specified) and is not completed on or before the 15th day of April, 19 80, (three years from the date of issuance of this permit unless otherwise specified) this permit, if not previously revoked or specifically extended, shall automatically expire.

p. That no attempt shall be made by the permittee to prevent the full and free use by the public of all navigable waters at or adjacent to the activity authorized by this permit.

q. That if the display of lights and signals on any structure or work authorized herein is not otherwise provided for by law, such lights and signals as may be prescribed by the United States Coast Guard shall be installed and maintained by and at the expense of the permittee.

r. That this permit does not authorize or approve the construction of particular structures, the authorization or approval of which may require authorization by the Congress or other agencies of the Federal Government.

s. That if and when the permittee desires to abandon the activity authorized herein, unless such abandonment is part of a transfer procedure by which the permittee is transferring his interests herein to a third party pursuant to General Condition v hereof, he must restore the area to a condition satisfactory to the District Engineer.

t. That if the recording of this permit is possible under applicable State or local law, the permittee shall take such action as may be necessary to record this permit with the Register of Deeds or other appropriate official charged with the responsibility for maintaining records of title to and interests in real property.

u. That there shall be no unreasonable interference with navigation by the existence or use of the activity authorized herein.

v. That this permit may not be transferred to a third party without prior written notice to the District Engineer, either by the transferee's written agreement to comply with all terms and condition of this permit or by the transferee subscribing to this permit in the space provided below and thereby agreeing to comply with all terms and conditions of this permit. In addition, if the permittee transfers the interests authorized herein by conveyance of realty, the deed shall reference this permit and the terms and conditions specified herein and this permit shall be recorded along with the deed with the Register of Deeds or other appropriate official.

The following Special Conditions will be applicable when appropriate:

STRUCTURES FOR SMALL BOATS: That permittee hereby recognizes the possibility that the structure permitted herein may be subject to damage by wave wash from passing vessels. The issuance of this permit does not relieve the permittee from taking all proper steps to insure the integrity of the structure permitted herein and the safety of boats moored thereto from damage by wave wash and the permittee shall not hold the United States liable for any such damage.

DISCHARGE OF DREDGED MATERIAL INTO OCEAN WATERS: That the permittee shall place a copy of this permit in a conspicuous place in the vessel to be used for the transportation and/or dumping of the dredged material as authorized herein.

ERECTION OF STRUCTURE IN OR OVER NAVIGABLE WATERS: That the permittee, upon receipt of a notice of revocation of this permit or upon its expiration before completion of the authorized structure or work, shall, without expense to the United States and in such time and manner as the Secretary of the Army or his authorized representative may direct, restore the waterway to its former conditions. If the permittee fails to comply with the direction of the Secretary of the Army or his authorized representative, the Secretary or his designee may restore the waterway to its former condition, by contract or otherwise, and recover the cost thereof from the permittee.

ODOT 8-7

MAINTENANCE DREDGING: (1) That when the work authorized herein includes periodic maintenance dredging, it may be performed under this permit for _____ years from the date of issuance of this permit (ten years unless otherwise indicated); and (2) That the permittee will advise the District Engineer in writing at least two weeks before he intends to undertake any maintenance dredging.

II. Special Conditions (Here list conditions relating specifically to the proposed structure or work authorized by this permit):

3a. All work in Meadow Creek and the Grande Ronde River must be coordinated with the Oregon State Fish and Wildlife Department.

This permit shall become effective on the date of the District Engineer's signature.

Permittee hereby accepts and agrees to comply with the terms and conditions of this permit.

PERMITTEE — DATE

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

7 APR 1977

DATE

DISTRICT ENGINEER,
U.S. ARMY, CORPS OF ENGINEERS

Transferee hereby agrees to comply with the terms and conditions of this permit.

TRANSFEREE — DATE

12V-152

INDEX OF SHEETS	
1	Title Sheet
2	Typical Sections
2B	Stage Construction
2B	Material Source & Summary
2C	Temporary Protection & Direction of Traffic
3	Plan & Profile

Sheet No
S1 S-6 S-12 - Temporary Protection & Direction of Traffic
2-106 - Guide Posts
2-126 2-126.6 } Guard Rail
2-126.8
307.8-307.8 (20) - Slope Paving

Total Length of Project 0.13 Mile

STATE OF OREGON

STATE HIGHWAY DIVISION

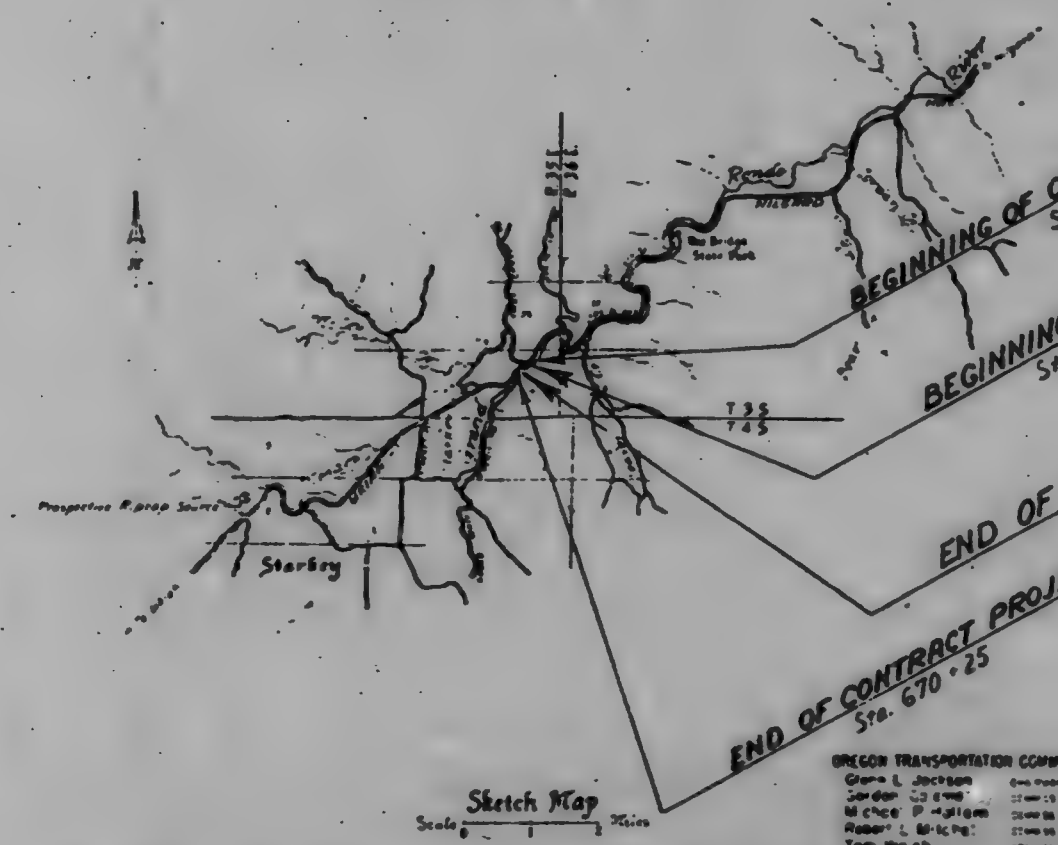
PLANS FOR PROPOSED PROJECT
GRADING, PAVING & STRUCTURE

MEADOW CREEK BRIDGE SECTION

UKIAH - HILGARD HIGHWAY
UNION COUNTY
AUGUST, 1975

MEADOW CREEK BRIDGE SECTION	
UKIAH - HILGARD HIGHWAY	1
UNION COUNTY	
10 OREGON	

071-0YC-4-000340



OREGON TRANSPORTATION COMMISSION
Glenn L. Jackson
Jordan
Michael P. Halligan
Robert L.
Tom Walsh
George M.

Fed. P. Proj. No.

E. S. Number

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED
APPROVED EXCEPT AS NOTED
NOT APPROVED

DIST 5-1

SEC 36, T 3S, R 35E, W.M.

MEADOW CREEK BRIDGE SECTION

071-OYC-4-000340

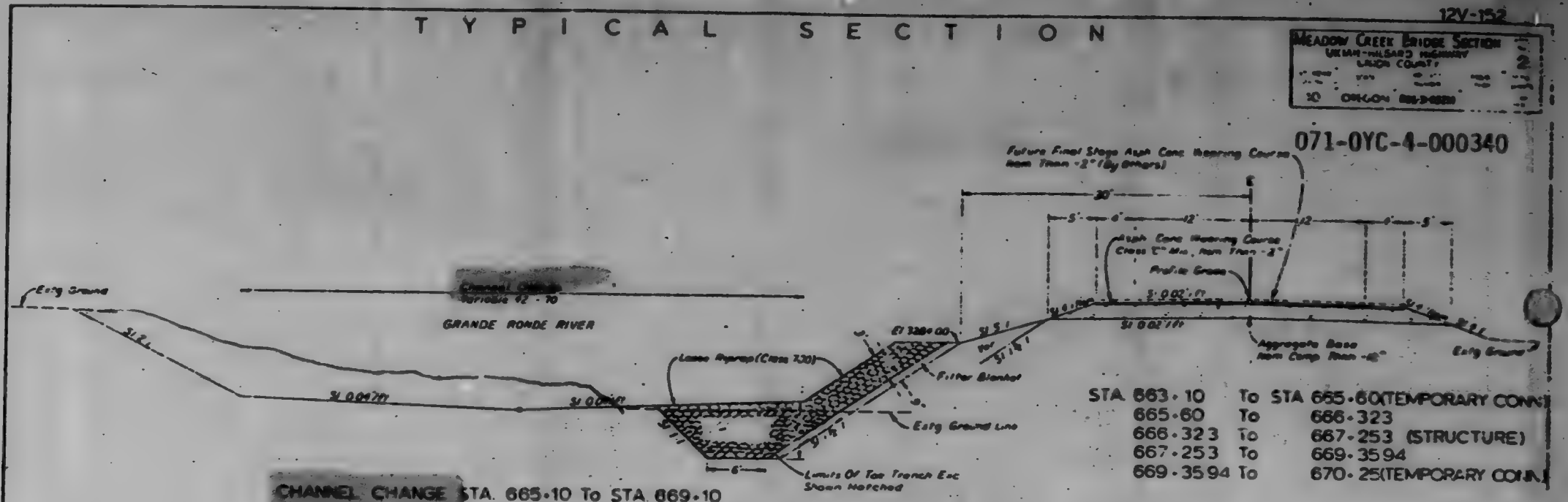
SUPERELEVATION RUNOFF CHART

TYPICAL SECTION

12V-152

MEADOW CREEK BRIDGE SECTION
UKIAH-HILGARD HIGHWAY
UNION COUNTY
10 OREGON

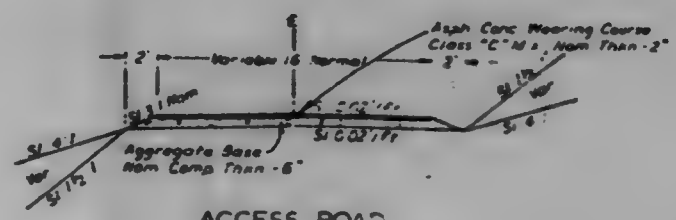
071-0YC-4-000340


Future Final Stage Asph Conc Wearing Course Nom Thkn -2" (By Others)
Asph Conc Wearing Course Class "C" Mix, Nom Thkn -2"
Prof. Grade
Aggregate Base Nom Comp Thkn -6"
Earth Ground
GRANDE RONDE RIVER
Lower Riprap (Class 700)
Filter Blanket
Earth Ground Line
Limits Of Toe Trench Exc Shown Hatched

CHANNEL CHANGE STA. 665+10 To STA 669+10

STA. 663+10	To	STA 665+60	(TEMPORARY CONN.)
665+60	To	666+323	
666+323	To	667+253	(STRUCTURE)
667+253	To	669+3594	
669+3594	To	670+25	(TEMPORARY CONN.)

NOTE
Sta 663+10 To Sta 664+87.71
663+39.94 To 670+25
Existing Surfacing To Remain In Place As Directed



ACCESS ROAD

ODOT B-7

EXHIBIT II-A-8

I hereby certify that there are no funds budgeted and available or otherwise specifically committed for ODOT Project B-2 applied for in this application.

D. H. Moehring
Project Management Engineer
Oregon Department of Transportation

6-21-77
Date

ODOT B-7

EXHIBIT II-B-1a

APPLICANT'S CERTIFICATE FOR CONTRACT CONSTRUCTION

I, D. H. Moehring the Authorized Representative of the Applicant for Project Number ODOT B-7 located at Meadow Creek Bridge & Culvert, Ukiah-Hilgard Highway have reviewed the attached Exhibit II-B-1b, Architect/Engineer's Certificate for Contract Construction and certify that all statements made therein are true and correct to the best of my knowledge and find no impediment to having on-site labor for this project starting within 90 days of EDA approval.

Yes	No	
[X] *	[ ]	The fees proposed to be paid to the Architect/Engineer (A/E) for services including basic services, reimbursable expenses, additional services and inspection services (if applicable) are equal to or less than prevailing fees for like services in the project area. *Applicant is Architect/Engineer with personnel on ODOT payroll.

I further certify to the following:

The project design was done or is being done by:

Oregon Department of Transportation (Applicant)
(Name of Architect/Engineer)

Check the boxes below to indicate compliance has been or shall be achieved:

[X] The project administration shall conform to all Federal requirements as prescribed by EDA.

[X] The approval of EDA in writing shall be secured if all construction contracts are not to be awarded at the same time.

[X] The approval of EDA in writing shall be secured to include into the project the cost for any capital equipment secured by the Grantee outside the construction contract, all subject to prior approval of A/E.

N/A [ ] Bonding of the fiscal agent of the Indian Tribe is in accordance with requirements prescribed by EDA.

[X] A written report on project progress shall be submitted in accordance with EDA instructions. The person responsible for this function is C.T.Keasey, Cont. Engineer, whose telephone number is (503)378-6318.

[X] No line item in the project budget as approved by EDA shall be exceeded without EDA approval.

[X] A copy of the official minutes of the bid opening including a tabulation of bids received shall be furnished to EDA.

[X] It is understood that any excess of bid price over the construction line item in the EDA approved project budget shall be the Grantee's responsibility to fund.

[X] It is understood that disbursement of EDA grant funds will not normally be made until after all construction contracts are awarded.

[X] The inspector for the construction or other work ~~(has)~~ (has not) been selected. His/her name is Not available. He/She (does) (does not) work for the Architect/Engineer. ~~[illegible]~~ A qualified ODOT Resident Engineer will be assigned to the project.

[X] It is understood that the Grantee will arrange for an independent audit of all project costs in accordance with Department of Commerce regulations, Administrative Order DAO-213-4.

D. H. Moehring

Signature (Authorized Representative of the Applicant) D. H. Moehring

7/1/77
(Date)

FORM ED-101LPW (8-76)

USCOMM-DC 18606-P76

ODOT B-7

EXHIBIT II-B-1b

ARCHITECT/ENGINEER'S CERTIFICATE FOR CONTRACT CONSTRUCTION

A.I, E. S. Hunter
representative of the ~~Architect/Engineer/Applicant~~ Oregon Department of Transportation (Applicant) authorized, certify that in my professional judgment the following plans and specifications are adequate, suitable for, and in conformity with the project contemplated in the application and are sufficient to allow on-site labor to begin within 90 days of EDA's approval of the project and comply with applicable State and local laws, ordinances, and regulations pertaining to standards of construction and safety except that all items with a check in the "No" box shall be completed as above within 48 days. A sheet has been attached giving contemplated actions to change any "No" item to "Yes" which shall include percentage of design completed for each design component listed below:
(Check applicable box)

Yes	No	Not Applicable		Sheets Numbered
☒	☐	☐	Site Plan	1
☐	☐	☒	Architectural Plans	
☒	☐	☐	Structural Plans	2-4
☐	☐	☒	Mechanical Plans	
☐	☐	☒	Electrical Plans	
☒	☐	☐	Civil Plans	2-6
☐	☐	☒	H. V. A. C. Plans	
☐	☐	☒	Equipment Plans	
☐	☒	☐	Proposed Advertisement for Bids	1
☒	☐	☐	Information for Bidders	8
☐	☒	☐	Bid Forms	3
☒	☐	☐	Bid Bond Format	3
☒	☐	☐	Performance Bond Format	1
☒	☐	☐	Payment Bond Format	1
☒	☐	☐	Blank Forms for Certifications of Contractors and Subcontractors Regarding Equal Employment Opportunity	6
☒	☐	☐	General Conditions to the Construction Contract	1
☒	☐	☐	Supplementary General Conditions, if applicable	64
☐	☒	☐	Special Conditions	30
☐	☐	☒	Technical Specifications	
☐	☐	☒	Bid Conditions from the Applicable Plan when the Project is in an Area Covered by an OFCC imposed Equal Employment Opportunity Plan	

B. I certify that the proposed project design complies with requirements as prescribed by EDA.

C. I further certify that the final plans and specifications (have been) (shall be) reviewed and approved by all required Federal, State and local reviewing authorities and that all permits, licenses, etc., necessary for construction of the project have been secured except for (indicate the missing approval, permit, license, etc., and action contemplated to secure it (them) with the anticipated date – attach separate sheet if more space is needed):

All Secured.

NA* D. I further certify that the Architect/Engineer agreement with the Applicant calls for the Architect/Engineer to: *(Check applicable box)*

Yes	No	* Applicant as Architect/Engineer shall perform items
☐	☐	1. Provide surveillance of project construction to assure compliance with plans, specifications, and all other contract documents. Requirements for construction inspection services should be clearly defined and a limit be placed on the amount the Applicant is required to pay for such services.
☐	☐	2. Supervise any required subsurface explorations to determine amounts of rock excavation or foundation conditions such as borings, soil tests, and the like, no matter whether they are performed by the Architect/Engineer or by others paid by the Applicant.
☐	☐	3. Prepare and submit proposed contract change orders when applicable. There shall be no charge to the Applicant when the change order is required to correct errors or omissions by the Architect/Engineer.
☐	☐	4. Submit a monthly report to the Applicant and a copy of the report to the applicable EDA Regional Office covering the general progress of the job and describing any problems or factors contributing to delay.
☐	☐	5. Review and approve the contractor's schedule of amounts for contract payment.
☐	☐	6. Certify partial payments to contractors.
☐	☐	7. Prepare "as-built" drawings after completion of the project. One copy shall be furnished to the EDA Regional Office within 60 days after all construction has been completed and the final inspection has been performed.
☐	☐	8. Review and approve Contractor's submission of samples and shop drawings, where applicable.
☐	☐	9. Perform a prefinal inspection of the completed construction and as a result prepare a punch list of items to be corrected (if applicable).
☐	☐	10. Perform a final acceptance inspection and advise the Applicant whether or not to accept the work as performed by the contractor and his/her subcontractors.

E. I certify that the advertisement for bidders will be placed in the following publications and 14 days will be allowed for submission of bids:

Daily Journal of Commerce, 2014 NW 24th Street, Portland, OR 97210

EXHIBIT II-B-1h

F. I will attend all Bid Openings for the project and:

1. Tabulate the bids.
2. Make a recommendation as to the award.
3. Review the qualifications of the lowest responsive bidder and give a written opinion to the Applicant on the ability of the bidder to construction of the project or do the other work called for in the contract.

E. S. Hunter — Signature of Authorized Representative of the Architect/Engineer

6-29-77 — Date

E. S. Hunter

Technical Services Engineer — Title

Oregon Department of Transportation (Applicant) — Firm Name

Salem, OR — Location

Item	% Complete	Time to Complete
Proposed Ad for Bids	0	48 days after approval
Bid Forms	0	48 days after approval
Special Conditions	0	48 days after approval

Department of Transportation
State of Oregon
State Highway Division

Engineer's Report

Meadow Creek Bridge Section
M.P. 35.17
Ukiah-Hilgard Highway
Union County
June 1977

(a) Project Description

The project is located 20 miles southwest of the city of LaGrande. The existing facility consists of a section having two travel lanes. The purpose is to replace a structurally deficient bridge.

Portland cement concrete has been selected for material on the basis of economy and compatibility with the present facility. Geometrics for the project are based on tolerable conditions for mobility and safety for expected traffic during the next fifteen/twenty years. Structure and approach widths have been determined from tolerable conditions and existing widths on adjacent sections of roadway. Examination of the present bridge indicates replacement is warranted.

The project is within a flood plain; however, no long-term effects will be associated with this structure replacement project. Sufficient right of way is available. Materials will be obtained from commercial sources.

(b) Plans

A site plan and a plot plan are attached.

(c) Construction Cost Estimate

A detailed construction cost estimate is attached.

(d) Construction Schedule

The estimated construction time for the project is seven months. The contract should be awarded soon to take advantage of low water conditions.

(e) Additional Information

The Ukiah-Hilgard Highway is a minor arterial connecting the city of Ukiah and the Hilgard area near Interstate 80N. The current average daily traffic is 350. Normal growth factors for traffic would not extend these figures beyond the capacity of the highway during the expected service life of the project. Limitations on funding have prevented timely reconstruction of many Oregon highways; consequently, many sections are beyond their expected service life. Serious distress is apparent in many sections of pavement and numerous bridge structures. These deficiencies cannot be corrected by major reconstruction because of limitations on available federal and state funding. This problem is not merely statewide but national in scope.

In recognition of this problem, the U.S. Department of Transportation, through the Federal Highway Administration, has authorized use of Federal Highway Trust Funds for resurfacing, restoring and rehabilitating highways. Oregon is undertaking a major effort to restore these sections of highway under that program. This project is in furtherance of that policy established by the Federal government and by the state of Oregon.

EXHIBIT 11 - B - 3
Sheet 3 of 8

PLOT PLAN

ODOT # B-7
Meadow Creek Bridge & Culvert
Uklah-Hilgard Highway
Union County

EXHIBIT II - B - 3
Sheet 4 of 8

SITE PLAN
ODOT # B-7
Meadow Creek Bridge & Culvert
Ukiah-Hilgard Highway
Union County

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Exhibit. II-B-3
ODOT B-7

Sheet 5 of 8 Sheets

Section Meadow Creek Bridge Unit
Highway Ukiah - Hilgard County Union Prefix
Length 0.2 Designer Draftsman Date
Signed Title

Grading & Drainage		$
Surfacing		$ 73,175
Extra Work		
	Striping & Misc.	$ 2000
Total Extra Work		$ 2,000
TOTAL		$ 75,175
+ 20% Engineering and Contingencies		$ 14,825
Structures		
	See Sheet 7 of 8	$ 160,000
Total Structures		$ 160,000
Right of Way		$ —
Total Estimated Cost		$ 250,000

Exhibit II-B-3
ODOT # B-7

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE Sheet 6 of 8 Sheets

Section Meadow Cr. Bridge Unit
Highway Ukiah - Hilgard County Union Prefix
Length 0.2 Designer Draftsman Date

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Mobilization	All					6,047
Temp. Prot. Traffic	All					1250.
Rem. Str. & Obstruct.	All					1000.
Clearing & Grubbing	All					100.
Toe Trench Exc.	Cu.Yd.			1750	6 00	10,500.
[illegible] (Ch ch.)	Cu.Yd.			3650	3 75	13,687.
Fin. Rdbd. & Slopes	All					250.
Obliteration Rdwy.	All					100.
1"-0 Agg. Base	Ton			1040	6 50	6,760.
Class "C" Asphalt	Ton			205	13 00	2,665.
Asphalt in Mix	Ton			11	80 00	880.
Guard Rail (Type 2A)	L.F.			200	10 50	2,100.
Guard Rail (Type 3)	L.F.			100	20 00	2,000.
Rail End Piece "A"	Each			1	20 00	20.
Rail End Piece "C"	Each			3	130 00	390.
Guard Rail Anchors I	Each			4	350 00	1400.
Loose Riprap Cl. 700	Cu.Yd.			2200	8 50	18,700.
Filter Blanket	Cu.Yd.			400	13 00	5,200.
Extra. Asphalt Appr.	Each			1	125 00	125.
			Total			73,175

OREGON STATE HIGHWAY DIVISION - BRIDGE SECTION
ESTIMATE SHEET

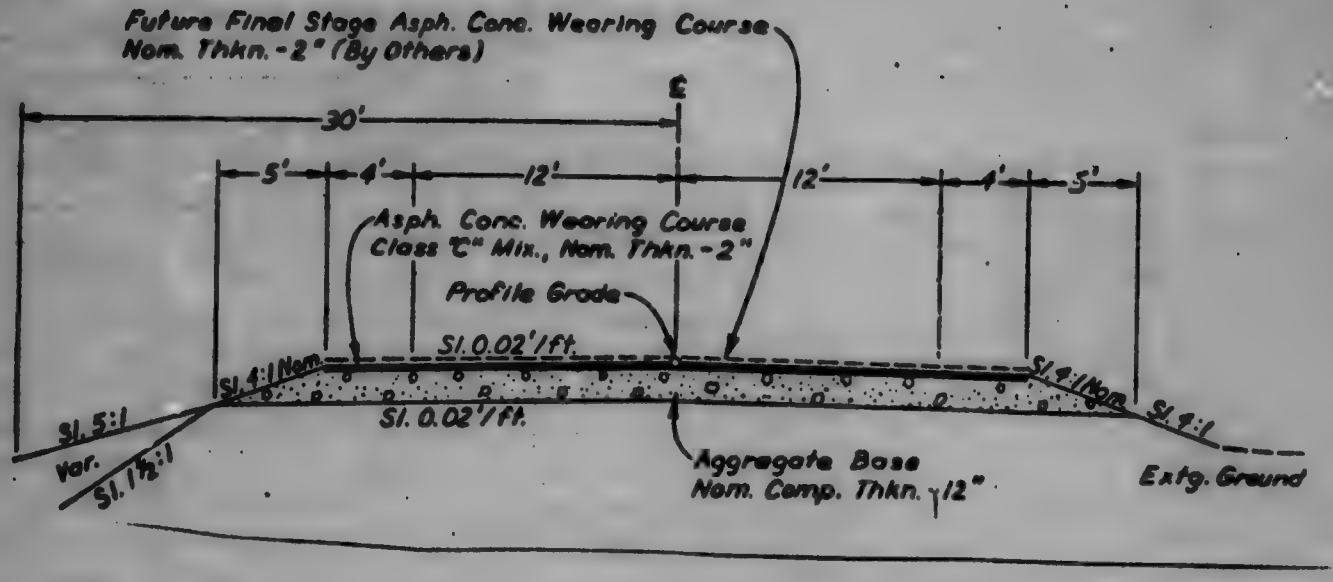
Estimate Sheet 1 of 1 Sheets

ge Name Meadow Creek Bridge County Union Bridge No. 3501A
tion and Station Meadow Creek Bridge Highway Union - Hilgard
timate Made By GDA Date 7-18-75 Checked By C.W.P. Date 7-18-75
escription

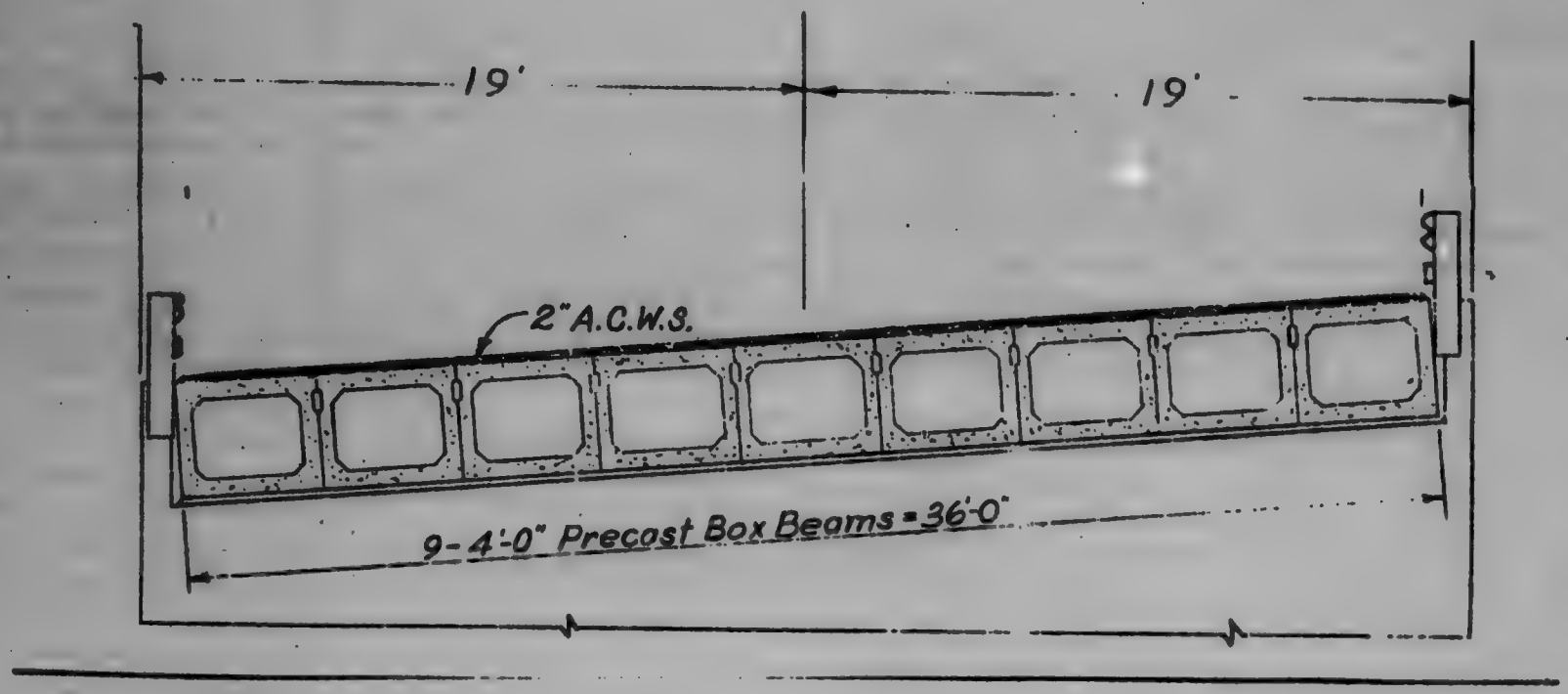
Estimate From ~~Plans~~ Sketch Completed Plans Drawing No. 30379 thru 30781
(Strike out the ones which do not apply)
Calculation Book No. 1594 Loading HS 20-44 + 4" ACWS

ITEMS	UNIT	QUANTITIES			COST	
		Substrct.	Superstrct.	Total	Rate	Amount
Mobilization	All				7%	9000
Shoring, Cribbing, etc.	All					
Structural Excavation	Cu.Yd.	280		280	10.00	2,800
Excavation Below Elev. Shown	Cu.Yd.					
Untreated Timber Piling (No.)	Lin.Ft.					
Treated Timber Piling (No.)	Lin.Ft.					
Steel Piling (No.)	Lin.Ft.					
Prestr. Conc. Piling (No.)	Lin.Ft.					
Furnish Pile Driving Equipment	All					
Drive Timber Piling	Lin.Ft.					
Drive Steel Piling	Lin.Ft.					
Drive Prestressed Conc. Piling	Lin.Ft.					
Structural Concrete Class 3300 - 1½"	Cu.Yd.	120		120	200.00	24,000
Metal Reinforcement	Lbs.	19,000		19,000	0.35	6,650
Structural Steel	Lbs.					
Prestressing Steel	Lbs.					
Prestr. Conc. (4'-0" x 3'-3" x 95/100 Box Beams)	Each		9	9	7000	63,000
Rail # 2126 (Flex Beam) or Alternate	Lin.Ft.	-	200	200	32.00	6,400.
Slope Paving (incl. preparation)	Sq.Yd.					
Slope Paving Curb	Sq.Yd.					
Drain Pipe	Lin.Ft.					
Berm Paving	Sq.Yd.					
R.C. End Panels	Sq.Yd.					
Expansion Jts.	Lin.Ft.					
Electric Conduit	Lin.Ft.					
Membrane Waterproofing	Sq.Yd.					
Removal of old Bridge	All	-	-	-	-	10,000
Maintenance of Traffic	All	-	-	-	-	10,000
Subtotal						131,850
Plus 20% Percent for Engineering & Contingencies						26,370
TOTAL COST						$ 158,220

Exhibit II-B-3
ODOT B-7
Sheet 8 of 8



TYPICAL ROADWAY SECTION



TYPICAL BRIDGE SECTION

CDOT // B-7
Meadow Creek Bridge & Culvert
Uklah-Hilgard Highway
Union County

DEPARTMENT OF JUSTICE

ODOT B-7
Meadow Creek Bridge & Culvert
Ukiah-Hilgard Highway
Union County

EXHIBIT II-B-4

I hereby certify that ODOT has either fee title, permanent easements or the necessary legal interests in and to the property on which the bridge will be constructed under ODOT Project B-7 applied for in this application. Other rights required for the construction of said bridge, rights of entry if necessary, will be acquired before the letting of the construction contracts for said bridge.

Jack Sollis
Assistant Attorney General and Counsel

6-28-77
Date

Leron Trahan (BL) (race/color), resigned from the Division July 15, 1975, and filed a complaint with the Oregon Bureau of Labor, Civil Rights Division, July 23, 1975 alleging discrimination because of race. There has been no decision on the case by the Bureau to date.

Gary Harris (BL) (race/color), an applicant filed a complaint with the Oregon Bureau of Labor, Civil Rights Division, September 4, 1975 alleging discrimination in the employment process by not being selected by the Division for employment. There has been no decision on the case by the Bureau to date.

John D. Thim (WH) (race/color), case number F-FEP-RD-75-1611 filed a complaint with the Oregon Bureau of Labor, Civil Rights Division, March 4, 1975, alleging discrimination in the employment process for not being permitted to file an application for employment with the State Highway Division.

On August 12, 1975, a Notice of Determination was sent to the Department, advising that after thorough investigation and review of the case, it was determined that substantial evidence has been found to support the allegation of the complaint of discrimination.

On June 11, 1976, a letter was written by the conciliator for the Bureau of Labor, Civil Rights Division, asking the Department to consider the following for conciliation:

1. Respondent awards $100.00 to Complainant.
2. Complaintant accepts $100.00 from Respondent as settlement in full of the allegations contained in his complaint.
3. Respondent agrees to cease any practice of unequal job opportunity in its application procedure.
4. Respondent agrees to train all personnel involved in hiring process in EEO and Affirmative Action procedure, principles, etc.
5. Respondent agrees to allow review of its procedures of hiring by the Civil Rights Division for a period of two years.

June 22, 1976, the Department responded to the terms that were proposed for agreements and conciliation as follows below:

1. As the Highway Division did not in fact hire anybody until after the respondent had had an opportunity to submit an application, we do not feel that any monitory consideration is due the respondent.
2. N/A
3. Although the respondent alleged that he was informed that only applications of minorities were being accepted, the Highway Division does not concur that information was in fact given to him. The Highway Division did offer the respondent an application of employment two days later which he refused to accept. The Highway Division does not feel that it has been engaging in any practice of unequal job opportunity in its employment practices.
4. The training of all personnel involved in the hiring process in EEO and Affirmative Action procedures, principles, etc., is in agreement with our past and present plans for the Department.
5. If you deem it necessary, the Highway Division has no objections to the Civil Rights Division reviewing its procedures in hiring.

On July 27, 1976, the Department signed a Bureau of Labor form agreeing to the following:

1. The Respondent agrees not to make distinctions regarding race and color in the taking of applications for employment considerations.
2. The Respondent agrees to establish an agency procedure for the selection of unskilled and semi-skilled workers, as provided by ORS 240.390, that will insure equal opportunity in employment and employment opportunities.

3. The Respondent agrees to utilize the Technical Assistance section of the Civil Rights Division of the Bureau of Labor. Personnel Division of the Executive Department, and other State of Oregon resources as Respondent sees fit to utilize in the establishment of the selection procedure mentioned in paragraph No. 2 above.
4. The Respondent agrees that all supervisory personnel will extend their EEO and AA training to all personnel, under their supervisors involved in its recruitment, selection and hiring procedures.

The Respondent agrees that the Bureau may review compliance with this Agreement for a period of two (2) years from the date of execution of this Agreement.

It is understood that execution of this Agreement does not constitute an admission by the Respondent of any violation of Oregon Civil Rights law.

ODOT B-7

ODOT
EXHIBIT II C-1

United States District Court for the District of Oregon, Case No. 76-756 entitled Eugene Jackson, et al, plaintiffs, and William T. Coleman, et al, defendants, is a case alleging discrimination because of race.

The complaint and summons were served on the United States Attorney on August 23, 1976, and on state officials, September 1, 1976.

The parties to the lawsuit are:

Plaintiffs: Eugene Jackson, individually and as Executive Director of Northwest Minority Contractors Association, Inc., a non-profit Oregon corporation;

Wendell E. Brown, dba Mustang Building Co.;

Carl Brewster, dba Accent Carpet Service;

Baldwin Sanitary Service, Inc., an Oregon corporation;

Pacific Landscape Contractors Ltd., an Oregon corporation;

Martinairs General Construction Company, Inc., an Oregon corporation;

Ernest Reves, dba Cascade Roofing and Asphalt Co.;

Edwin L. Wilson, D. Harrison, B. McKinney and Willard Harris.

Defendants: William T. Coleman, individually and as United States Secretary of Transportation;

The United States Department of Transportation;

Norman T. Tiemann, individually and as Federal Highway Administrator;

L. E. Lybecker, individually and as the Regional Construction and Maintenance Director;

G. L. Green, individually and as the Oregon Division Administrator;

Defendants Continued:

Ellis Casson, individually and as Region 10, Civil Rights Director;

Robert A. Burco, individually and as the Oregon State Department of Transportation Director;

F. B. Klaboe, individually and as Chief of Operations for the Oregon State Department of Transportation;

H. S. Coulter, individually and as State Highway Engineer.

The complaint is for equitable and declaratory relief and damages. The plaintiffs claim that their action "is brought to enforce rights secured by Executive Order 11625 and implementing regulations 41 CFR §§ 1 - 1.13 et seq and under 5 USC §701 et seq and 23 USC §140b and implementing regulations and under 42 USC §1981, 1983 and 1985(3) and §2000(d)."

The plaintiffs, who are minority contractors in the State of Oregon, are challenging certain actions taken by the officials of the United States, Department of Transportation and the Oregon Department of Transportation in the award of supportive service contracts in the State of Oregon during the calandar year 1976. They claim that the State of Oregon and the State Department of Transportation allowed $22,000 of discretionary funds available to the State of Oregon for fiscal 1976 to revert to the federal government--that this was a violation of their rights under Executive Order 11625. The plaintiffs also allege that the defendants have failed to enforce certain terms of the supportive services funds regulations, thus denying them the protection of local and state laws and federal laws regarding racial discrimination.

The case was set for hearing on the plaintiffs' motion for preliminary injunction before the United States District Court for the District of Oregon on September 17, 1976. Counsel for the State defendant and counsel for the Federal defendants met with counsel for the plaintiffs prior to that hearing. The counsel for the plaintiffs agreed to withdraw his motion for preliminary injunction in return for the agreement of the counsel for the defendants that no further ~~funds~~ contracts would be awarded for supportive services without previous notification to the court and without opportunity for the plaintiff Eugene Jackson to bid on the contracts. The case is presently set for the call calendar in United States District Court for the District of Oregon for November 15, 1976, at 3:00 p.m. It should be noted that Eugene Jackson previously filed a grievance with the United States Department of Transportation. The grievance was investigated by a field review

on June 7, 8 and 9, 1976, by George W. Krynitsky of the Construction and Maintenance Division, Office of Highway Administration, and John Y. Yoshino, Office of Civil Rights of the Department of Highway Administration. Their report dated June 25, 1976, to Mr. Al T. Lamm, Executive Director, from Mr. Krynitsky and Mr. Yoshino, detailed the investigation. This is an investigation into the same facts alleged in the complaint of Mr. Eugene Jackson in the above-entitled judicial proceedings. Page 4 of their report lists the investigators as stating:

> "Both the state and our field offices are considered to have acted in a responsible manner within the purview of their authority and approving and proceeding with the sole source procurement of the asphalt wreckers contract. We see no violation of any federal or state laws, regulations or orders in this case."

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date April 1, 1975

A. PROJECT IDENTIFICATION

Name of Project Meadow Creek Bridge (Section)

Location of Project - Ukiah - Hilgard (Highway Name) Ore. 341 (Highway No., US - ORE)

(City) Union (County) 5 (Region)

Program RO (Funding) $117,500 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To alleviate hazardous highway curvature through the realignment and reconstruction of an existing 3-span timber structure.

Origin and History: Accidents involving logging trucks and cattle trucks at this location have prompted the proposed project. Pertinent state and federal agencies have been notified of intent.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length Presently proposed is a New structure approximately 32 ft. x 90 ft.; about 400 feet of new alignment would be constructed. The structure is located at M.P. 35.17 at the confluence of Meadow Creek and the Grande Ronde River.

Alignment (new or existing) The existing 18° curve will be revised to an 8 degree curve by shifting the present alignment approximately 1/2 the width of the new structure toward the Grande Ronde River.

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Realignment will require encroaching in the main channel of the Grande Ronde River. The width of the channel will be maintained, however, through the partial removal of an old railroad fill on the opposite bank of the river.

Bikeway None included in project

Structures Presently proposed is a Clear span utilizing prestressed channels, 90 ft. to 95 ft., supported on concrete abutment walls on spread footings keyed into bedrock. (Subject to change).

Additional Facilities None

Access Control No change in status is anticipated.

Materials Material suitable for fill and rip-rap might be obtained from a quarry near M.P. 29.02; it has been suggested that baserock and crushed aggregate for asphalt concrete be obtained from commercial sources.

Special Construction Methods The Oregon State Fish Commission states that work in the streams should be confined to the period of July 1 - November 30.

Characteristics (ADT) Present: 350; Projected: 490

Other General Information (or Supplemental information to items)

Typical Section: Two 12-foot travel lanes with 4-foot shoulders. Proposed channel work includes the removal of a gravel bar at the confluence of the river and Meadow Creek and the removal of about 700 yards of old railroad fill across the river from the existing bridge.

Project Sketch Map is Attached: [X] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

The use of existing bents has been considered, however, the disadvantages outweigh the benefits.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) None

Public Hearing(s) Schedule: [X] Not Required [ ] Required

Type _____ Tentative Date(s) _____

A-95 Review: [ ] Not Required [ ] Required

Date Submitted _____ Date Received _____

Expected Coordination with Local, State and Federal Agencies Oregon State Fish Commission; Wildlife Commission.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation N/A

F. STATUS OF PROJECT DEVELOPMENT

OSHD			FHWA	
Status		Date	Status	Date
☐	Survey Authorization		☐	Systems Planning
☐	Reconnaissance		☐	Prel. Engineering
☐	Field Location		☐	Corridor Approval
☐	Office Location		☐	Design Approval
☐	Field Prel. Design		☐	Plans, Specifications and Estimates Approval
☐	Office Prel. Design			
☐	Final Design			
☐	Contract Plans			

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

The proposed project is located on Meadow Creek in the Blue Mountains of Southwestern Union County. Meadow Creek flows southeast to join the Grande Ronde River at the existing bridge. The bridge is situated at an elevation of 3280 above sea level; relative relief is about 400-500 feet. The junction of Meadow Creek and the Grande Ronde River is within a rather narrow canyon--probably 400 feet between sloping walls. The canyon opens into rolling timber and meadow land about ½ mile southwest of the project area. The Grande Ronde River and Meadow Creek are subject to annual ice floes which usually do not occur at the same time. Ice floes in the Meadow Creek Channel have completely filled the channel and covered the structure. The State Wildlife and Fish Commissions have indicated that these streams support resident sport and anadromous fish, accordingly, work in the Meadow Creek crossing should be confined to the period of July 1 - November 30. No increased levels in air or noise pollution are anticipated.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) This portion of Union County is sparsely populated, however, relatively heavy recreation and logging traffic occurs in season. There are several near-by ranches that graze livestock along the river and in the hills.

The only utility noted is a buried electrical service belonging to the California-Pacific Utilities Company. The cable is on the opposite side of the river from the proposed project and would not be disturbed.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: Embankment can remain within the existing right-of-way by steepening and/or varying the fill slopes. The only area where the proposed fill encroaches on the R/W is at the bridge end fills. A construction easement will be required for the partial removal of old railroad fill.

Consequences: No significant environmental consequences.

2. Estimated Changes in Traffic Patterns: None

Consequences: N/A

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:
   Portions of existing highway unused because of realignment may be utilized for streamside parking.

   Consequences: N/A

4. Expected Adverse Effects on Natural Ecological Resources:
   No adverse impact anticipated: Construction activities would not take place during fish spawning season.

   Consequences: N/A

5. Expected Adverse Effects on Cultural and Scenic Resources:

   Consequences: N/A

6. Preliminary Identification of Areas of Critical Environmental Concern:
   Proposed project

7. Potential for Controversial Issues: None identified.

8. Potential Consistency of Proposal with (complete when applicable): N/A

a. Clean Air Implementation Plans

b. Noise Standards

c. Water Quality Standards

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	X		
Urban Economist	X		
Water Quality Spec.	X		
Acoustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer	X		
Urban Planner	X		
Geologist	X		

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:
  MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
  AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
  MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry) N/A

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications) N/A

PROJECT MANAGEMENT SECTION -
(Typing, Graphics) N/A

REGION -
(Environmentalist, Resident Engineer) N/A

OTHER -

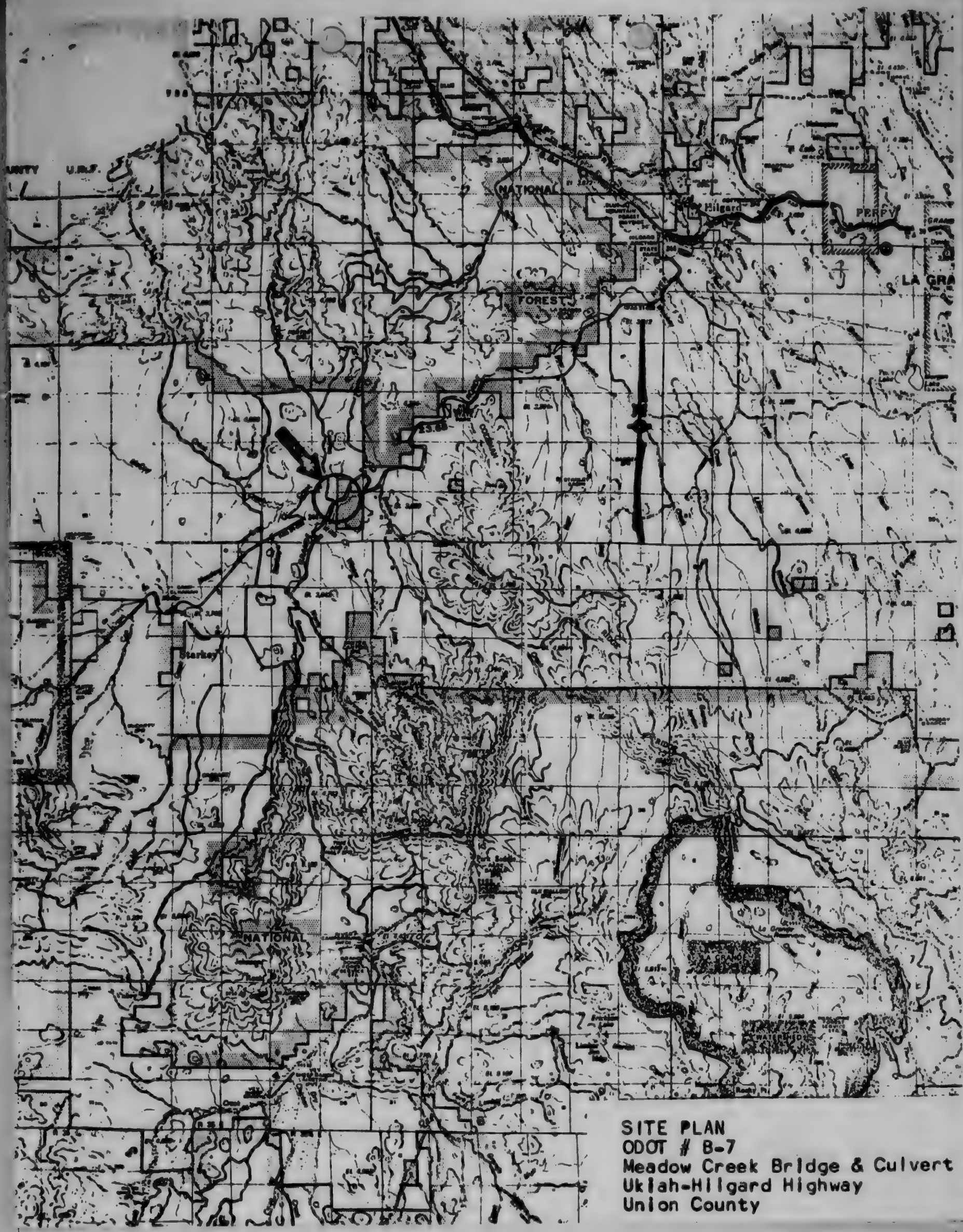
J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☐ Category 3 ☐ Category 4

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☒ Other _____

According to Chapter I of Title 23 CFR, Part 771, this project is deemed a non-major action.



SITE PLAN
ODOT # B-7
Meadow Creek Bridge & Culvert
Ukiah-Hilgard Highway
Union County

A-95 ODOT B-7

EXECUTIVE DEPARTMENT

LOCAL GOVERNMENT RELATIONS DIVISION

ROBERT W. STRAUB
GOVERNOR

306 STATE LIBRARY BLDG. • • • • SALEM, OREGON 97310

State Hiway Div

RECEIVED
JUN 28 1977
O. H. MATTHEWS

Notification of Intent to Apply for Federal Aid

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

Project # Meadow Creek Bridge & Culvert Due Date: _____

To Agency Addressed: If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

250,000.00 $250,000.00

PROGRAM REVIEW AND COMMENT

_____ We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

(X) It has no adverse effect.

( ) We have no comment.

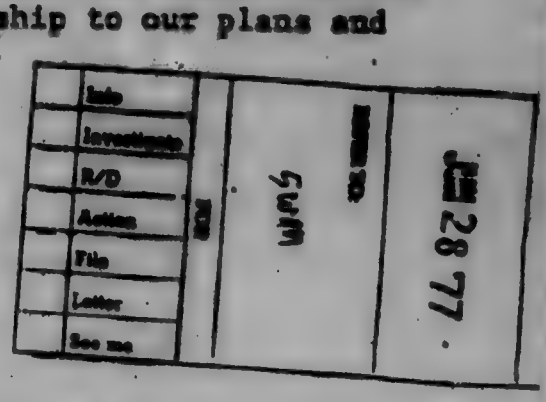
( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement.



- - - - - - - - - -

REMARKS (Please type or print legibly)

Since Eastern Oregon Counties were left out of the regular funding of Public Works, we urge that this EDA money be allocated for this project.

Agency BLUE MOUNTAIN INTERGOVERNMENTAL COUNCIL
COURT HOUSE
ENTERPRISE, OR 97828

By John W Beyl

Cable Address — ORECONOEV

JUN 23 1977

V-B B-2

Department of Transportation

STATE HISTORIC PRESERVATION OFFICE

Parks and Recreation Branch

525 TRADE STREET S.E., SALEM, OREGON 97310

DATE: March 21, 1977

Pieter Dykman, Research Coordinator
Environmental Section
412 Transportation Building
Salem, Oregon 97310

Re: Meadow Creek Bridge Section
Ukiah - Hilgard Highway
Umatilla County

Dear Sirs:

This letter is in response to the cultural resource survey carried out to assess impact of the above mentioned project on historic and archeologic sites.

After a careful review of the cultural resource survey carried out within the project area, our office can offer the following comments. We feel that no cultural resources of National Register potential have been identified which are likely to be impacted by this project. We therefore feel that Public Law 89-665 and Executive Order 11593 have been complied with and the project may go forward as planned.

Thank you for your cooperation and concern.

Sincerely,

Paul B. Hartwig
Historic Preservation Coordinator

EL:ko

(#2) 8631

9

ODOT B-7

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

June 22, 1977

TO Executive Department
Federal Aid Coordination Unit

Blue Mountain Intergovernmental Council
Wallowa County Courthouse
Enterprise, OR 97828

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 13
Section: Meadow Creek Bridge & Culvert
Highway: Ukiah-Hilgard Highway
County: Union

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be July 22, 1977.

BLG: dmc

Attachment

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
R. W. Ellison

Region Engineer: W. E. Schwartz
District Engineer: G. A. Starkey
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
JUN 22 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ODOT B-7

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 [12] APPLICANT: State Highway Division [45] | [46] DIVISION: Dept. of Transportation [79]

03 [12] APPLICANT ADDRESS STREET: 207 Transportation Bldg. [45] | [46] CITY: Salem [60] | [76] ZIP: 97310 [80]

04 [12] CONTACT PERSON: K. H. Moehring [45] | [46] AREA CODE: 503 [48] | [49] PHONE: 378 [55] | [56] EXTENSION: 6563 [59]

01 [12] PROJECT TITLE: Meadow Creek Bridge & Culvert Ukiah-Hilgard Highway [71]

11 [12] PROJECT LOCATION—CITY: - | PROJECT LOCATION—COUNTY: Union | PROJECT LOCATION SEC: T: R: [79]

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)
[12] Replacement of deficient bridge and culvert over Meadow Creek on the Ukiah-

06 [12] Hilgard Highway 12.0 miles southwest of I-80N. [71]

07 [12] [71]

08 [12] [71]

09 [12] [71]

10 [12]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
[12] (A) Grant [19]	[20] (B) Other [27]	[28] (C) State [35]	[36] (D) Local [43]	[44] (E) FUNDS [51]	[52] (F) FUNDS [60]
250,000	-	-	-	-	250,000

13 [12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45] | [46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79]

14 [12] FEDERAL PROGRAM TITLE: Title I, Public Works Employment Act of 1977 [71]

15 [12] FEDERAL AGENCY NAME: U.S. Dept. of Commerce [45] | [46] FEDERAL SUB-AGENCY NAME: Economic Development Administration [79]

17 (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes [X] 29 No [ ] 30 Date: June 22, 1977	Yes [X] 31 No [ ] 32	Yes [ ] 33 No [X] 34	Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE: [41] MONTH: July [42] | [43] DAY: 22, [44] | [45] YEAR: 1977 [46]

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☒ Yes ☐ Date:

VI. If project includes state funds (12C), identify agency None

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

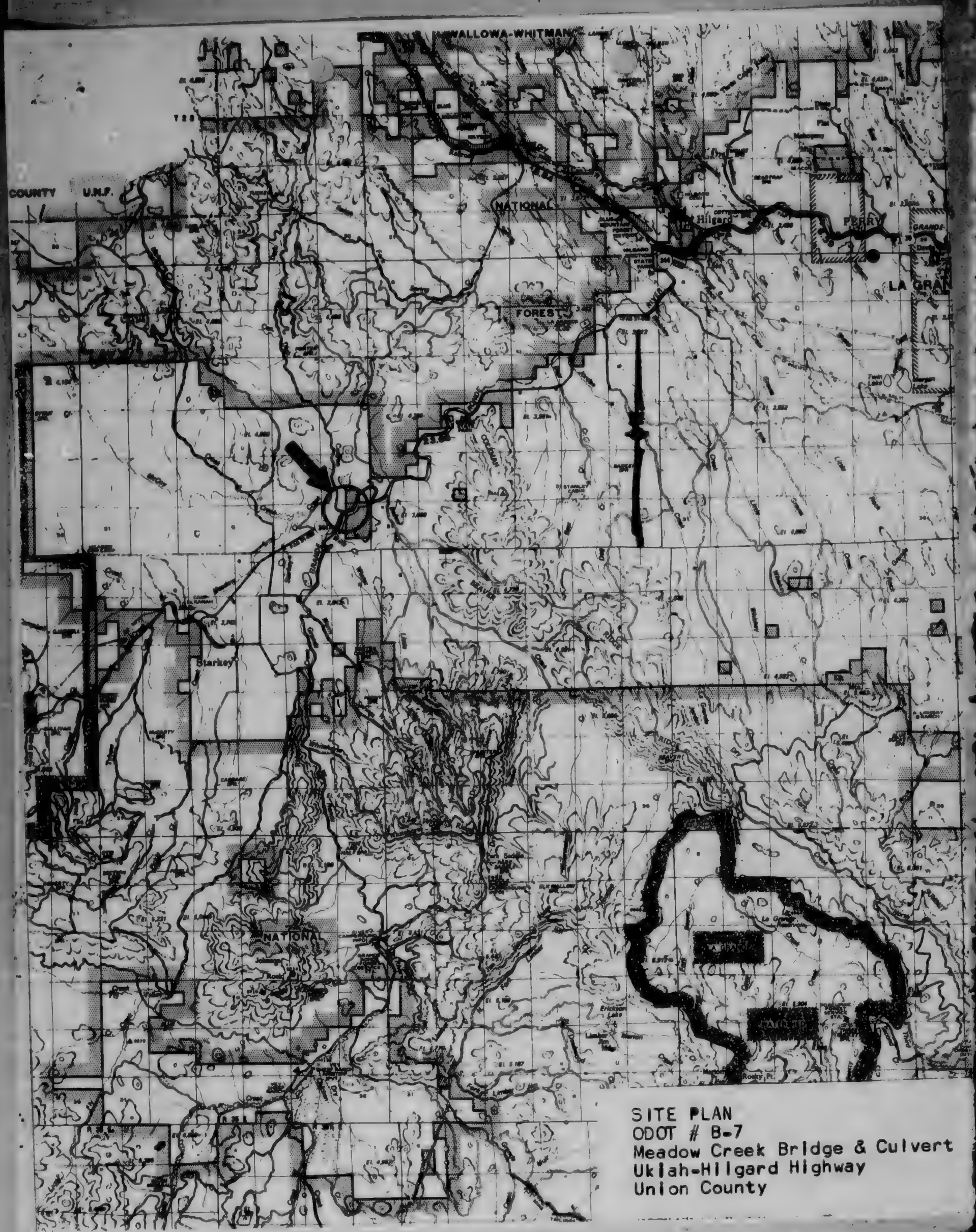
	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%___ $___	%___ $___	%___ $___
Second Year	%___ $___	%___ $___	%___ $___
Third Year	%___ $___	%___ $___	%___ $___

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ___

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a Category 3 Project of nonmajor environmental impact under Oregon's Action Plan.



SITE PLAN
ODOT # B-7
Meadow Creek Bridge & Culvert
Uklah-Hilgard Highway
Union County

Form 61-731-8630 8631

SBR
Union Co
Hwy 341
B-7

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Meadow Creek Bridge & Culvert Date June 17, 19 77

Highway Uklah-Hilgard #341 Authorization No. 1

County Union Survey Prefix 131-1431 (Assigned by Salem office)

Description of termini, route, length, etc.: MP 35.17

EDA/LPW

Purpose of survey:
Prepare plans, specifications and estimate

Estimate of cost:

Field	901	1,000
Plans	905	500
Soils	910	200
Hydraulics	918	300
Proj. Mgt.	920	200
Specifications	921	500
Environmental	923	200
Found. Exploration	926	500

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 3,400

Previous authorization . . . . . .

Additional authorization requested . . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . . .

Requests made by:

W.N. Hackleman
Loc. Design Engr.
Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Frank E. Perkins
Location Engineer

Approved:

H. J. Crawford
Assistant State Highway Engineer

SP*19180-734

N NOTED

DEPARTMENT OF THE ARMY

CORPS OF ENGINEERS

NOTICE OF AUTHORIZATION

7 April 1977

A PERMIT TO Place Fill Below the Ordinary High Waterline for Replacement of an Existing Bridge over Meadow Creek

AT Meadow Creek, Grande Ronde River Mile 183.2

HAS BEEN ISSUED TO Oregon State Highway Division **ON** 7 April 1977

ADDRESS OF PERMITTEE 212 Highway Bldg.
Salem, OR 97310

PERMIT NUMBER 071-OYC-4-U00340-77-17

EDWARD H. GEORGE III
LTC, CE
Acting District Engineer

ENG Form 4336
Jul 70

THIS NOTICE MUST BE CONSPICUOUSLY DISPLAYED AT THE SITE OF WORK.

* GPO: 1971 O—415-599

Orig. permit, copy sticker: Gen. Files

Copy permit & sticker: Keasey, Ellison, Versteeg, Terpin, Schwartz

Orig. sticker, cpy permit: Cecil Head: Please mail sticker to Resident Engineer with signed copy of contract when let.

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

NPWOP-NF

7 April 1977

NPW NO: 071-OYC-4-000340-77-17

Oregon State Highway Division
212 Highway Building
Salem, OR 97310

Gentlemen:

The inclosed permit authorizes you to place fill material below the line of ordinary high water for replacement of an existing bridge over Meadow Creek. The permit should be recorded in accordance with General Condition t. and filed in an appropriate location for future reference. The yellow Notice of Authorization should be posted at the project site.

Should it become necessary to deviate from the approved drawings, revised drawings showing the proposed changes must be submitted to us for approval before any work is started.

This office should be notified when the work authorized by the inclosed permit is started and immediately after its completion.

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

EDWARD H. GEORGE III
LTC, CE
Acting District Engineer

2 Incls
1. Permit
2. Notice of Authorization

RECEIVED
APR 11 1977
LOCATION
SECTION

Application No. 071-OYC-4-000540-77-17

Name of Applicant Oregon State Highway Division

Effective Date 7 APR 1977

Expiration Date (If applicable) _____

DEPARTMENT OF THE ARMY
PERMIT

Referring to written request dated 15 September 1976 for a permit to:

( ) Perform work in or affecting navigable waters of the United States, upon the recommendation of the Chief of Engineers, pursuant to Section 10 of the Rivers and Harbors Act of March 3, 1899 (33 U.S.C. 403);

(X) Discharge dredged or fill material into navigable waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 404 of the Federal Water Pollution Control Act (86 Stat. 816, P.L. 92-500);

( ) Transport dredged material for the purpose of dumping it into ocean waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (86 Stat. 1052; P.L. 92-532);

Oregon State Highway Division
212 Highway Bldg.
Salem, OR 97310

◄ (Here insert the full name and address of the permittee)

is hereby authorized by the Secretary of the Army:

to place approximately 1,900 cubic yards of riprap and 400 cubic yards of filter blanket below the line of ordinary high water, required for the replacement of an existing bridge over Meadow Creek.

◄ (Here describe the proposed structure or activity, and its intended use. In the case of an application for a fill permit, describe the structures, if any, proposed to be erected on the fill. In the case of an application for the discharge of dredged or fill material into navigable waters or the transportation for discharge in ocean waters of dredged material, describe the type and quantity of material to be discharged.)

in Meadow Creek and Grande Ronde River

◄ (Here to be named the ocean, river, harbor, or waterway concerned.)

at Grande Ronde River Mile 183.2, approx. 20 miles southwest of LaGrande, Oregon, on the Ukiah-Hilgard Highway (No. 244) Sec. 36, T.35, R.35E.

◄ (Here to be named the nearest well-known locality—preferably a town or city—and the distance in miles and tenths from some definite point in the same, stating whether above or below or giving direction by points of compass.)

in accordance with the plans and drawings attached hereto which are incorporated in and made a part of this permit (on drawings: give file number or other definite identification marks); entitled: Meadow Creek Bridge Section
Ukiah-Hilgard Highway
Union County

subject to the following conditions:

I. General Conditions:

a. That all activities identified and authorized herein shall be consistent with the terms and conditions of this permit; and that any activities not specifically identified and authorized herein shall constitute a violation of the terms and conditions of this permit which may result in the modification, suspension or revocation of this permit, in whole or in part, as set forth more specifically in General Conditions j or k hereto, and in the institution of such legal proceedings as the United States Government may consider appropriate, whether or not this permit has been previously modified, suspended or revoked in whole or in part.

b. That all activities authorized herein shall, if they involve a discharge or deposit into navigable waters or ocean waters, be at all times consistent with applicable water quality standards, effluent limitations and standards of performance, prohibitions, and pretreatment standards established pursuant to Sections 301, 302, 306 and 307 of the Federal Water Pollution Control Act of 1972 (P.L. 92-500; 86 Stat. 816), or pursuant to applicable State and local law.

c. That when the activity authorized herein involves a discharge or deposit of dredged or fill material into navigable waters, the authorized activity shall, if applicable water quality standards are revised or modified during the term of this permit, be modified, if necessary, to conform with such revised or modified water quality standards within 6 months of the effective date of any revision or modification of water quality standards, or as directed by an implementation plan contained in such revised or modified standards, or within such longer period of time as the District Engineer, in consultation with the Regional Administrator of the Environmental Protection Agency, may determine to be reasonable under the circumstances.

d. That the permittee agrees to make every reasonable effort to prosecute the work authorized herein in a manner so as to minimize any adverse impact of the work on fish, wildlife and natural environmental values.

e. That the permittee agrees to prosecute the work authorized herein in a manner so as to minimize any degradation of water quality.

f. That the permittee shall permit the District Engineer or his authorized representative(s) or designee(s) to make periodic inspections at any time deemed necessary in order to assure that the activity being performed under authority of this permit is in accordance with the terms and conditions prescribed herein.

g. That the permittee shall maintain the structure or work authorized herein in good condition and in accordance with the plans and drawings attached hereto.

h. That this permit does not convey any property rights, either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to property or invasion of rights or any infringement of Federal, State, or local laws or regulations, nor does it obviate the requirement to obtain State or local assent required by law for the activity authorized herein.

i. That this permit does not authorize the interference with any existing or proposed Federal project and that the permittee shall not be entitled to compensation for damage or injury to the structures or work authorized herein which may be caused by or result from existing or future operations undertaken by the United States in the public interest.

j. That this permit may be summarily suspended, in whole or in part, upon a finding by the District Engineer that immediate suspension of the activity authorized herein would be in the general public interest. Such suspension shall be effective upon receipt by the permittee of a written notice thereof which shall indicate (1) the extent of the suspension, (2) the reasons for this action, and (3) any corrective or preventative measures to be taken by the permittee which are deemed necessary by the District Engineer to abate imminent hazards to the general public interest. The permittee shall take immediate action to comply with the provisions of this notice. Within ten days following receipt of this notice of suspension, the permittee may request a hearing in order to present information relevant to a decision as to whether his permit should be reinstated, modified or revoked. If a hearing is requested, it shall be conducted pursuant to procedures prescribed by the Chief of Engineers. After completion of the hearing, or within a reasonable time after issuance of the suspension notice to the permittee if no hearing is requested, the permit will either be reinstated, modified or revoked.

k. That this permit may be either modified, suspended or revoked in whole or in part if the Secretary of the Army or his authorized representative determines that there has been a violation of any of the terms or conditions of this permit or that such action would otherwise be in the public interest. Any such modification, suspension, or revocation shall become effective 30 days after receipt by the permittee of written notice of such action which shall specify the facts or conduct warranting same unless (1) within the 30-day period the permittee is able to satisfactorily demonstrate that (a) the alleged violation of the terms and the conditions of this permit did not, in fact, occur or (b) the alleged violation was accidental, and the permittee has been operating in compliance with the terms and conditions of the permit and is able to provide satisfactory assurances that future operations shall be in full compliance with the terms and conditions of this permit; or (2) within the aforesaid 30-day period, the permittee requests that a public hearing be held to present oral and written evidence concerning the proposed modification, suspension or revocation. The conduct of this hearing and the procedures for making a final decision either to modify, suspend or revoke this permit in whole or in part shall be pursuant to procedures prescribed by the Chief of Engineers.

l. That in issuing this permit, the Government has relied on the information and data which the permittee has provided in connection with his permit application. If, subsequent to the issuance of this permit, such information and data prove to be false, incomplete or inaccurate, this permit may be modified, suspended or revoked, in whole or in part, and/or the Government may, in addition, institute appropriate legal proceedings.

m. That any modification, suspension, or revocation of this permit shall not be the basis for any claim for damages against the United States.

n. That the permittee shall notify the District Engineer at what time the activity authorized herein will be commenced, as far in advance of the time of commencement as the District Engineer may specify, and of any suspension of work, if for a period of more than one week, resumption of work and its completion.

o. That if the activity authorized herein is not started on or before the 15th day of April, 19 78, (one year from the date of issuance of this permit unless otherwise specified) and is not completed on or before the 15th day

States.

n. That the permittee shall notify the District Engineer at what time the activity authorized herein will be commenced, as far in advance of the time of commencement as the District Engineer may specify, and of any suspension of work, if for a period of more than one week, resumption of work and its completion.

o. That if the activity authorized herein is not started on or before the 15th day of April, 19 78, (one year from the date of issuance of this permit unless otherwise specified) and is not completed on or before the 15th day of April, 19 80, (three years from the date of issuance of this permit unless otherwise specified) this permit, if not previously revoked or specifically extended, shall automatically expire.

p. That no attempt shall be made by the permittee to prevent the full and free use by the public of all navigable waters at or adjacent to the activity authorized by this permit.

q. That if the display of lights and signals on any structure or work authorized herein is not otherwise provided for by law, such lights and signals as may be prescribed by the United States Coast Guard shall be installed and maintained by and at the expense of the permittee.

r. That this permit does not authorize or approve the construction of particular structures, the authorization or approval of which may require authorization by the Congress or other agencies of the Federal Government.

s. That if and when the permittee desires to abandon the activity authorized herein, unless such abandonment is part of a transfer procedure by which the permittee is transferring his interests herein to a third party pursuant to General Condition v hereof, he must restore the area to a condition satisfactory to the District Engineer.

t. That if the recording of this permit is possible under applicable State or local law, the permittee shall take such action as may be necessary to record this permit with the Register of Deeds or other appropriate official charged with the responsibility for maintaining records of title to and interests in real property.

u. That there shall be no unreasonable interference with navigation by the existence or use of the activity authorized herein.

v. That this permit may not be transferred to a third party without prior written notice to the District Engineer, either by the transferee's written agreement to comply with all terms and condition of this permit or by the transferee subscribing to this permit in the space provided below and thereby agreeing to comply with all terms and conditions of this permit. In addition, if the permittee transfers the interests authorized herein by conveyance of realty, the deed shall reference this permit and the terms and conditions specified herein and this permit shall be recorded along with the deed with the Register of Deeds or other appropriate official.

The following Special Conditions will be applicable when appropriate:

~~STRUCTURES FOR SMALL BOATS: That permittee hereby recognizes the possibility that the structure permitted herein may be~~ subject to damage by wave wash from passing vessels. The issuance of this permit does not relieve the permittee from taking all proper steps to insure the integrity of the structure permitted herein and the safety of boats moored thereto from damage by wave wash and the permittee shall not hold the United States liable for any such damage.

~~DISCHARGE OF DREDGED MATERIAL INTO OCEAN WATERS: That the permittee shall place a copy of this permit in a~~ conspicuous place in the vessel to be used for the transportation and/or dumping of the dredged material as authorized herein.

ERECTION OF STRUCTURE IN OR OVER NAVIGABLE WATERS: That the permittee, upon receipt of a notice of revocation of this permit or upon its expiration before completion of the authorized structure or work, shall, without expense to the United States and in such time and manner as the Secretary of the Army or his authorized representative may direct, restore the waterway to its former conditions. If the permittee fails to comply with the direction of the Secretary of the Army or his authorized representative, the Secretary or his designee may restore the waterway to its former condition, by contract or otherwise, and recover the cost thereof from the permittee.

~~MAINTENANCE DREDGING. (1) That when the work authorized herein includes periodic maintenance dredging, it may be performed under this permit for _____ years from the date of issuance of this permit (ten years unless otherwise indicated); and (2) That the permittee will advise the District Engineer in writing at least two weeks before he intends to undertake any maintenance dredging.~~

11. Special Conditions (Here list conditions relating specifically to the proposed structure or work authorized by this permit):

aa. All work in Meadow Creek and the Grande Ronde River must be coordinated with the Oregon State Fish and Wildlife Department.

This permit shall become effective on the date of the District Engineer's signature.

Permittee hereby accepts and agrees to comply with the terms and conditions of this permit.

Frank E. Lupin — 4 April 77

PERMITTEE — DATE

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

Edward H. George III — 7 APR 1977

EDWARD H. GEORGE III, LTC, CE, ACTING DISTRICT ENGINEER — DATE

DISTRICT ENGINEER,
U.S. ARMY, CORPS OF ENGINEERS

Transferee hereby agrees to comply with the terms and conditions of this permit.

TRANSFEREE — DATE

12V-152

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections
2A	Stage Construction
2B	Material Source & Summary
2C	Temporary Protection & Direction of Traffic
3	Plan & Profile

Dwg. No.
S-1, S-6, S-12 - Temporary Protection & Direction of Traffic
2106 - Guide Posts
2126, 2126A, 2126B } Guard Rail
30778-30781 Incl - Br No 350/A

Overall Length of Project 0.13 Mile

MEADOW CREEK BRIDGE SECTION UKIAH-HILGARD HIGHWAY UNION COUNTY	SHEET NO. 1
10 OREGON	

STATE OF OREGON

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT
GRADING, PAVING & STRUCTURE

MEADOW CREEK BRIDGE SECTION

UKIAH - HILGARD HIGHWAY
UNION COUNTY
AUGUST, 1975

071-0YC-4-000340

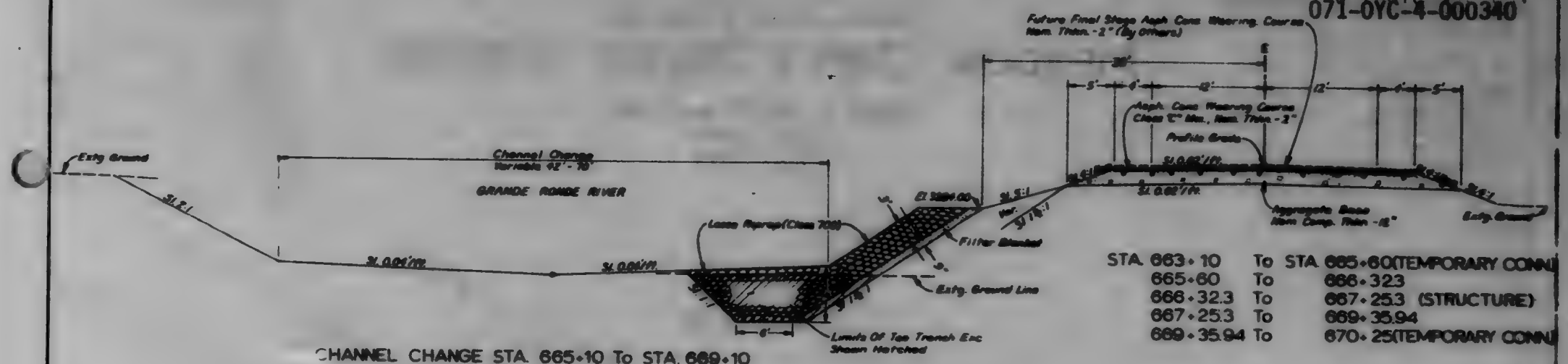
Fred B Klabee
E S Hunter

OREGON TRANSPORTATION COMMISSION
Glenn L Jackson
Gordon Coleman
Michael P Hallem
Robert L Mitchell
Tom Walsh
George M Baldwin

TYPICAL SECTION

12V-152

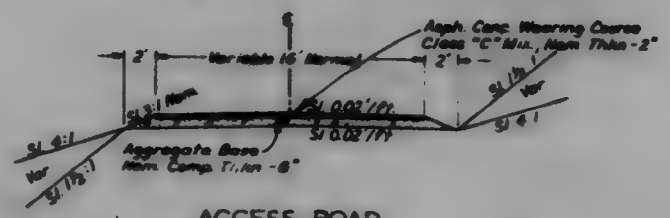
071-0YC-4-000340


Future Final Stage Asph. Conc. Wearing Course Nom. Thkn. - 2" (By Others)
Asph. Conc. Wearing Course Class "C" Min., Nom. Thkn. - 2"
Profile Grade
Aggregate Base Nom. Comp. Thkn. - 12"
Exist. Ground
Channel Change Variable 42' - 70'
GRANDE RONDE RIVER
Loose Riprap (Class 700)
Filter Blanket
Exist. Ground Line
Limits Of Toe Trench Exc. Shown Hatched

CHANNEL CHANGE STA. 665+10 To STA. 669+10

STA. 663+10	To	STA. 665+60	(TEMPORARY CONN.)
665+60	To	666+32.3	
666+32.3	To	667+25.3	(STRUCTURE)
667+25.3	To	669+35.94	
669+35.94	To	670+25	(TEMPORARY CONN.)

Sta. 663+10 To Sta. 664+57.74
669+35.94 To 670+25
Existing Surfacing To Remain In Place As Directed.



ACCESS ROAD

Cole - Miller - Dolan

12V-152

SEC.36,T.3S.,R.35E.,W.M.

MEADOW CREEK BRIDGE SECTION	
URIAH-HILGARD HIGHWAY	
UNION COUNTY	3
10 OREGON	

071-0YC-4-080340

(1) Const Guard Rail - 200' (Type 2A) Total
- 100' (Type 3) Total
(1A) Const Anchor - 4 (Type 1) Total
(1B) Inst End Piece - 5 (Type C) Total
(1C) Inst End Piece - 1 (Type A) Total
(Dwg Nos 2/26, 2/26A & 2/26B)

(2) Const Channel Change
Bottom Width Var - Slopes 1½ :1
(For Details See Sheet 2)
(Earthwork Quant Incl In Main Roby Distr)
(2A) Const Loose Riprap - 1,900 C.Y. (Class 700)
Const Filter Blanket - 600 C.Y.
(For Details See Sheet 2)

(3) Bridge No 3501A
Const Precast Conc Structure
Roadway Width - 35.5'
(Dwg Nos On Sheet 1)

(4) Remove Exity Pvmt
Obliterate Old Roadway

(5) Remove Exity Structure

(6) Const Approach (Access Road)
(For Details See Sheet 2)

SUPERELEVATION RUNOFF CHART

8631

B-7

Department of Transportation

STATE HISTORIC PRESERVATION OFFICE

Parks and Recreation Branch
525 TRADE STREET S.E., SALEM, OREGON 97310

DATE: March 21, 1977

Pieter Dykman, Research Coordinator
Environmental Section
412 Transportation Building
Salem, Oregon 97310

Re: Meadow Creek Bridge Section
Ukiah - Hilgard Highway
Umatilla County

Dear Sirs:

This letter is in response to the cultural resource survey carried out to assess impact of the above mentioned project on historic and archeologic sites.

After a careful review of the cultural resource survey carried out within the project area, our office can offer the following comments. We feel that no cultural resources of National Register potential have been identified which are likely to be impacted by this project. We therefore feel that Public Law 89-665 and Executive Order 11593 have been complied with and the project may go forward as planned.

Thank you for your cooperation and concern.

Sincerely,

Paul B. Hartwig
Historic Preservation Coordinator

PROJECT MANAGEMENT

PME ☑	CCE ☐	OM ☐
LGE ☐	FAE ☐	OPE ☐

SEP 23 1977

	File:	PM	FA
TAA	EL:ko	LG	OP

8631

341

FORM 31.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 15, 1975

FILE:

5B-32-10

FROM: Adele L. Egan
Right of Way Office Manager

TO: Verne Allen
Reg. R/W Supervisor

REGION V

SUBJECT: File 48666
Meadow Creek Bridge
Ukiah-Hilgard Highway
Union County
5B-32-10

Project Management advises that this project is officially dead. We are canceling this file.

File No.	Name	Area
48666	Cunha, Joseph and Verna	1.3 ac ±

AE:nn
cc: W. E. Schwartz
Floyd Scott
Title
Appraisal
Frank Lowe
A. Riveness

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
OCT 16 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

Taking deleted from map and card noted
RR
10-16-75

1 8631

341

FORM 81.236.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

SALEM, OREGON

September 11, 1975

FROM: L. W. Rulien
Project Management Engineer

SUBJECT: 48666
Meadow Creek Bridge
[redacted]
Union County

TO: W. E. Schwartz
Region 5 Engineer
LA GRANDE

You asked in your September 5 letter what happened to this project. The project was programed with the Federal Highway Administration in July. The FHWA did not approve the project. Their reasons were that projects under the Title II safety program should not only provide for a reduction in accidents, but should also be of a type not readily available through other regular Federal Aid programs. Meadow Creek Bridge reconstruction, although having a potential for preventing accidents (as do almost all highway improvements) qualifies for FAS funds.

The FHWA has approved few bridge replacement projects of this type under the safety program.

For this project to be included on the schedule it must now compete with other FAS projects.

Sorry we didn't notify you that the program had been dropped.

DES:ljt

File 48666 was cancelled out on Oct. 15, 1976

Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
SEP 13 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

NOTED
D. E. SWAN

Jh Copy to Bridge 9-16-76

REFERRED TO

Beard Read
Cole Sample
Eriksen Watson
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

8631

All Clear 7-22-75 DLP

341

ENVIRONMENTAL REVIEW

Section Meadow Creek Bridge
Highway [redacted]
County Union
Type of Work G.P. Str.
Date

ENVIRONMENTAL IMPACT STATEMENT: RO money, covered by Statewide Assessment, no apparent problems

NEGATIVE DECLARATION: —

FISH COMMISSION: Thru DSL - Letter from Fish responding to Location Prospectus said work in stream should be done July 1 - Nov 1, this is to be implaced in the job specifications.

WILDLIFE COMMISSION: Thru DSL

DIVISION OF STATE LANDS: Yes, no reply at this time (7-22-75) Special conditions will have to be handled under construction.

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: Yes - application being processed - anticipate no problems. Riprap source

OTHER:

Form 61-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

July 14, 1975

FROM: Joe Sohlieski

SUBJECT: Meadow Creek Bridge
Ukiah - Hilgard Highway
Union County

TO: Dale Allen
Region Construction Engr.

"Preliminary Plans Review"

I recently reviewed the subject preliminary grading and paving plans and make the following comments:

The riprap quantitiy is more than double our original estimate for two reasons - the structure has been shifted farther into the Grande Ronde River necessitating more channel work and - the channel work is encroaching on the buried electric cable. The riprap will be necessary to protect and maintain the channel change.

I'm not certain what special provisions there are concerning the prospective riprap source - however the plan drawing 2B would indicate an extension of the existing pit. Our plans todate have been to work at shaping up the existing pit and general cleanup of the area surrounding the pit.

Discussed w/ Design to show enlarging Pit. DG

☐ RE ☐ RCE ☐ RBE ☐ RME

☒ ROE ☐

☐ RDE ☐

JUL 15 1975

RECEIVED
REGIONAL OFFICE

cc: file

7-17-75
by Frank Terpin

Forwarded to Region

RECEIVED
JUL 1[illegible]1975
ROAD DESIGN SECTION

Versteeg
A. Olson
copy Terpin
Scott
copy Swenson
[illegible]
copy Troyer

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Follow Up ___/___/___
Other

Form FHWA 121 (Rev. 8-72)
5 8631

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project SRS 31-052(-)
Meadow Creek Bridge
Ukiah - Hilgard Highway
Union County

DATE: July 25, 1975

In reply refer to: 1041BR

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attn: Mr. E. S. Hunter, Deputy State Highway Engineer

NOTED
E. S. HUNTER

We made a brief review of your preliminary submittal for Meadow Creek and find the plans acceptable. We hereby give approval of type, size and location of structure. Our approval is not intended to be a commitment of any type of funds.

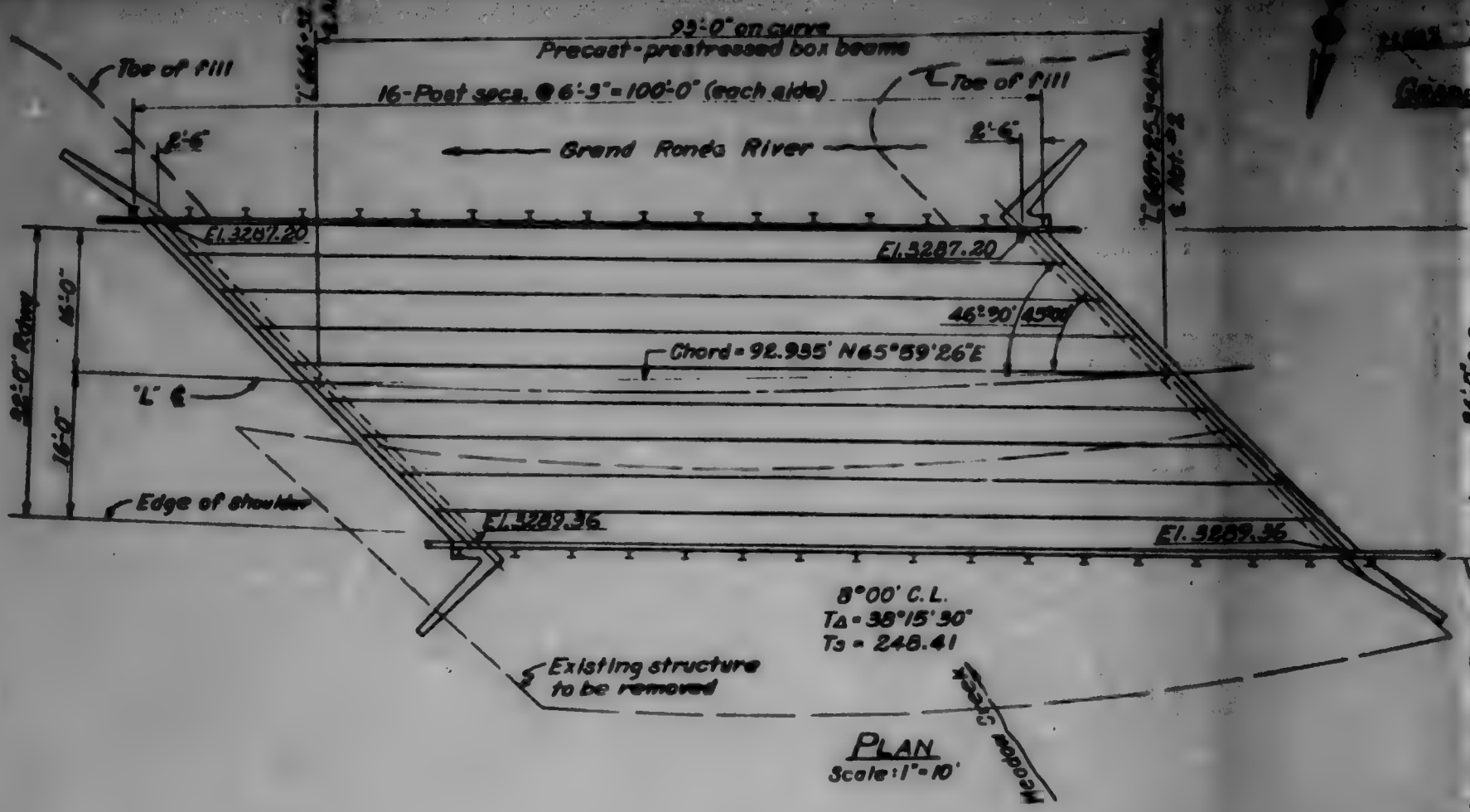
For G. L. Green

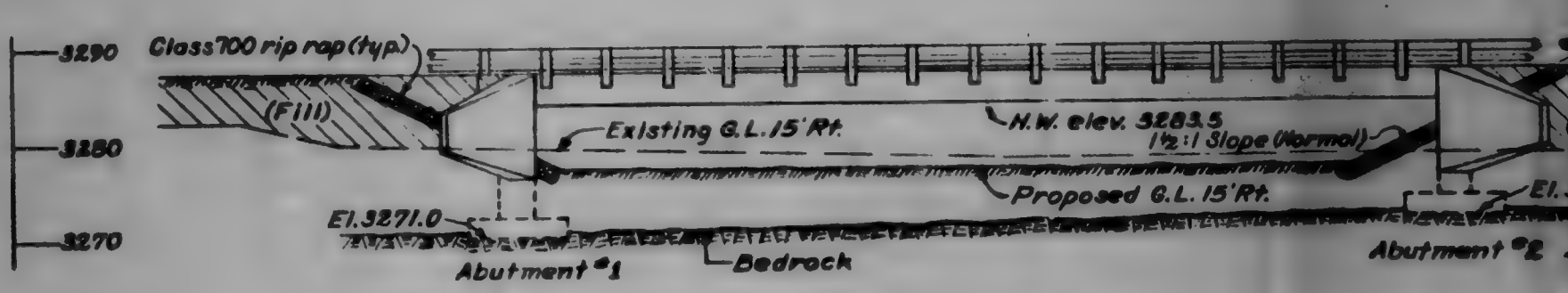
RECEIVED
STATE HWY ENGR
JUL 29 '75
REFER TO
Hart-Olsen
FOR

Info	Inves	R/D	D/R	Sign	Act	File
x						

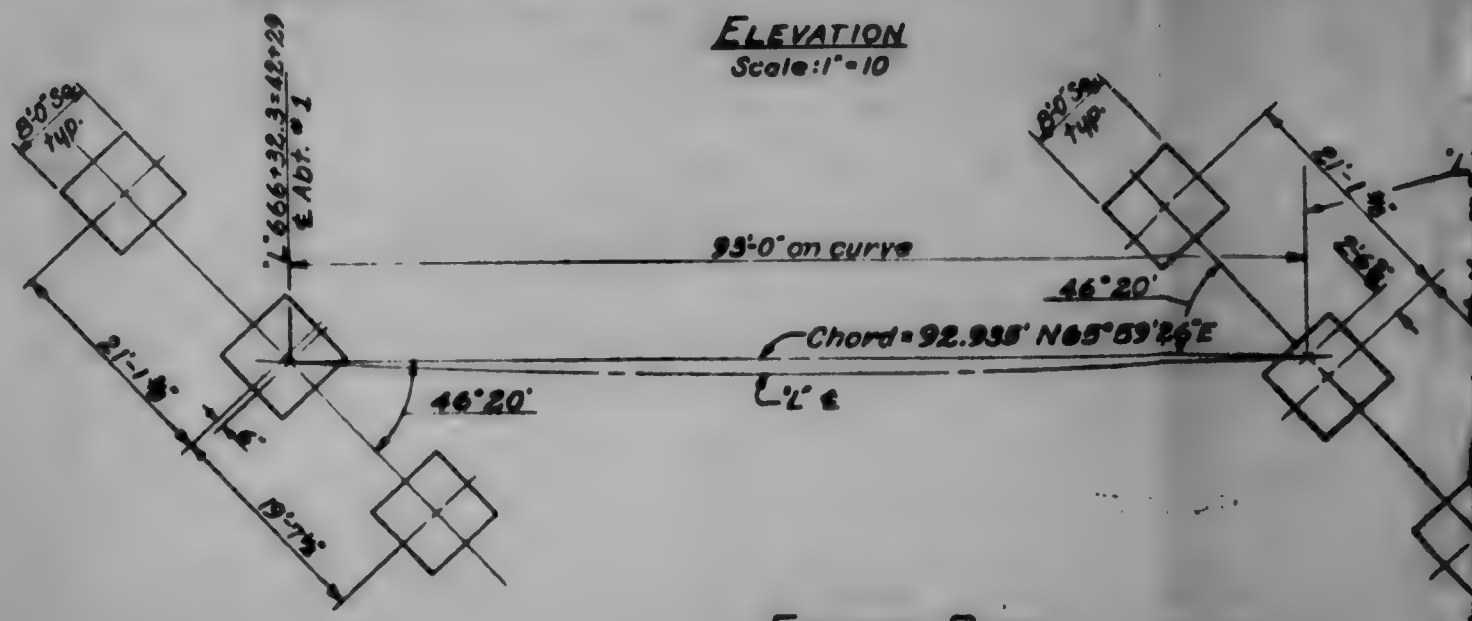
7-29-75

STATE COPY





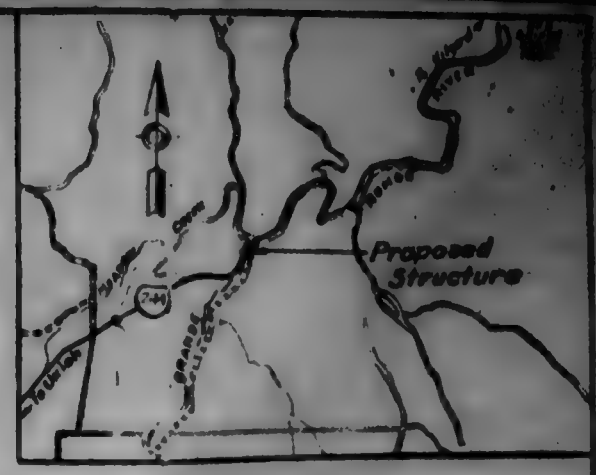
ELEVATION
Scale: 1" = 10



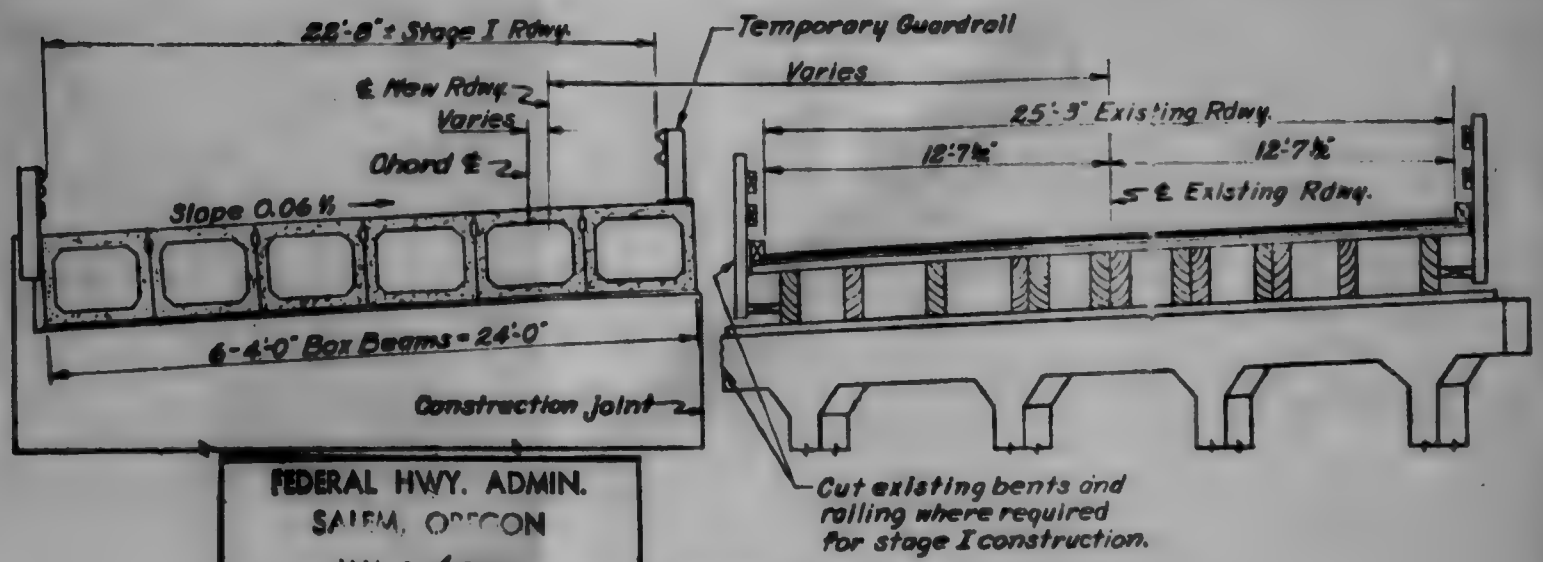
FOOTING PLAN
Scale: 1" = 10'

Stage Construction Schedule

1. Construct stage I abutments.
2. Construct detour to stage I alignment.
3. Place stage I precast box beams and install metal guardrail on left side and construction guardrail on right side.
4. Shift traffic to stage I alignment.
5. Remove existing structure.
6. Complete stage II abutments.
7. Place stage II precast box beams and install guardrail on right side of stage II.
8. Open structure to traffic.

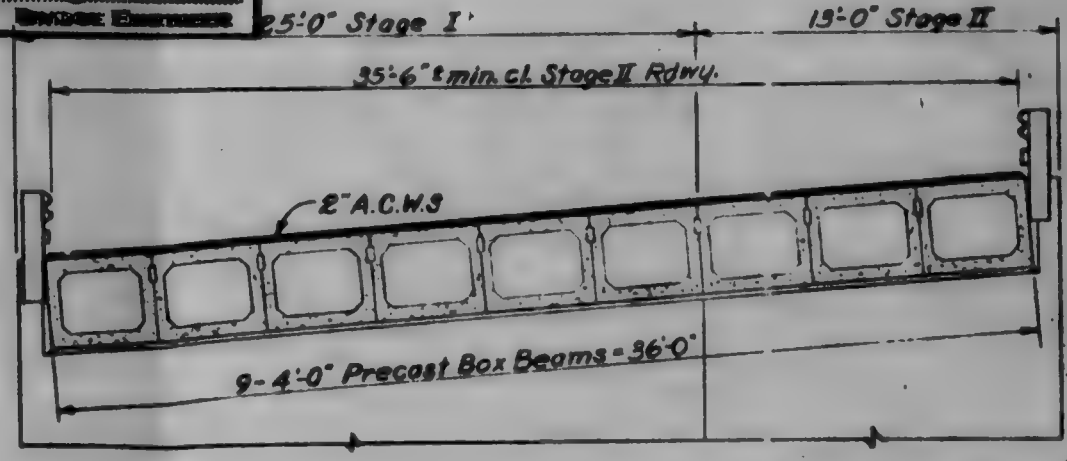


VICINITY MAP



STAGE I

FEDERAL HWY. ADMIN.
SALEM, OREGON
JUL 24 1975
Approved
BRIDGE ENGINEER



STAGE II
TYPICAL DECK SECTION
Scale: ½" = 1'-0"

ADVANCE PLANS
JUL 14 1975
DO NOT USE FOR CONSTRUCTION

HYDRAULIC DATA		
	Design Flood	Int. Reg. Flood
Discharge c.f.s.	2350	—
Frequency Yrs.	50	100
H.W. Elevation Natural Channel	3283.5	—
H.W. Elevation Channel Change	3285.2	—

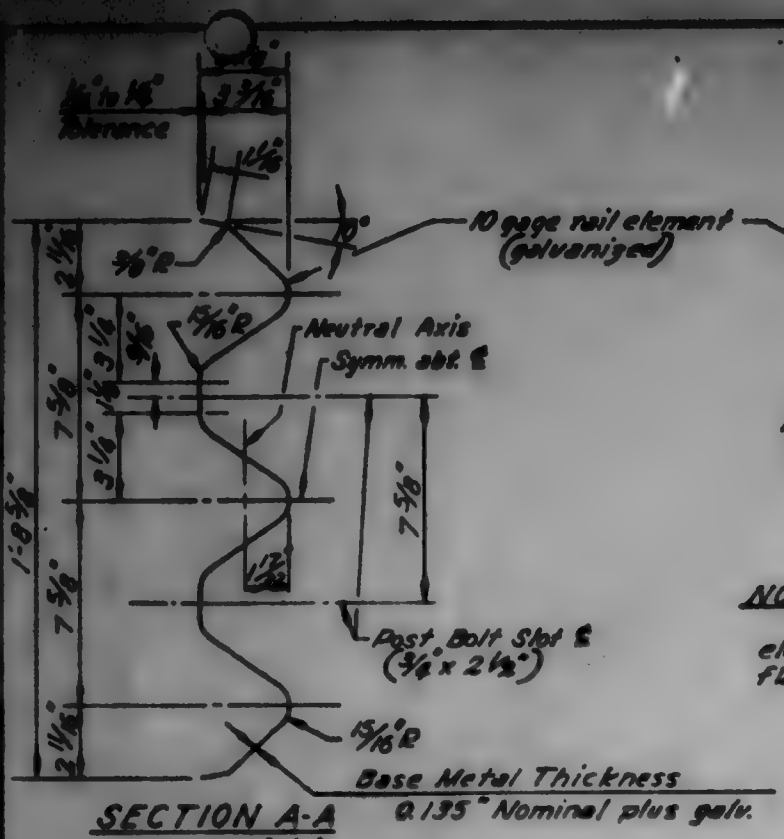
APPROVED:
BRIDGE ENGINEER
ASST. STATE HIGHWAY ENGINEER

DESIGNED ODA
DRAWN CRP
CHECKED
CAL. CHECK

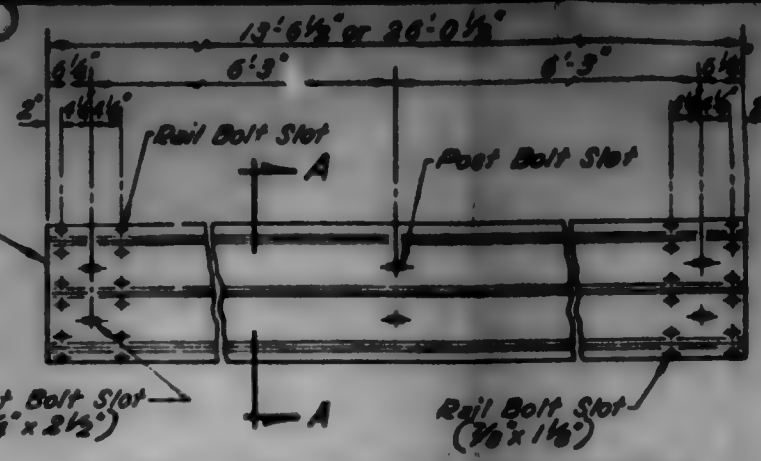
OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

MEADOW CREEK BRIDGE
MEADOW CREEK BRIDGE SECTION
UKIAH - HILGARD HWY. UNION CO.
PLAN & ELEVATION

DATE 6-19-75 BRIDGE NO. 3501A
ACCOMPANIED BY DWGS. 30779 thru 30781, 2126 & 2126A
SHEET 1 OF
DRAWING NO. 30778

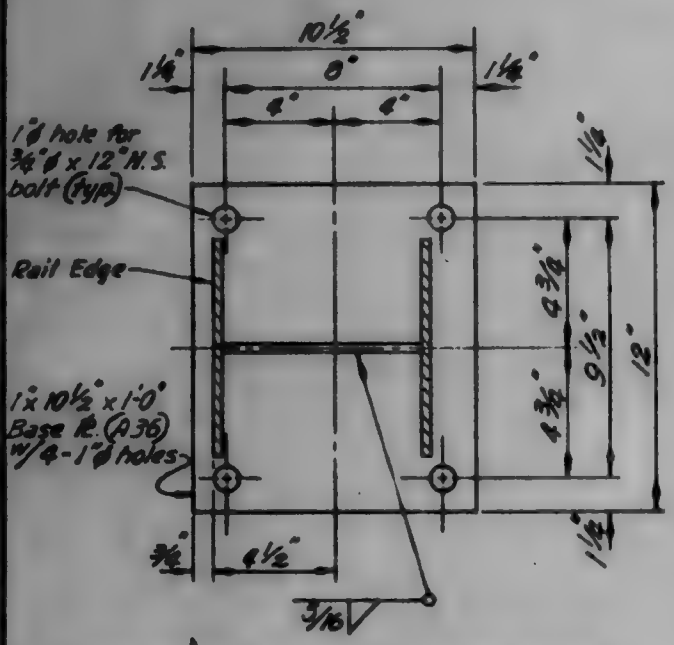


SECTION A-A
Scale: 3"=1'-0"

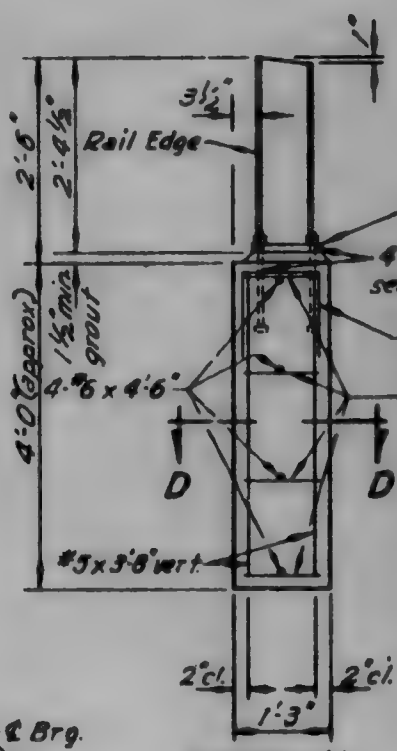


ALTERNATE GUARD RAIL DETAIL
Scale: 3/4"=1'-0"

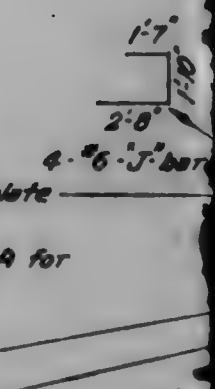
NOTE:
For connection to metal rail (see std. dwg. 2126 & 2126A) elements at each end of structure, modify bottom flange of std. guardrail to fit alternate guardrail.

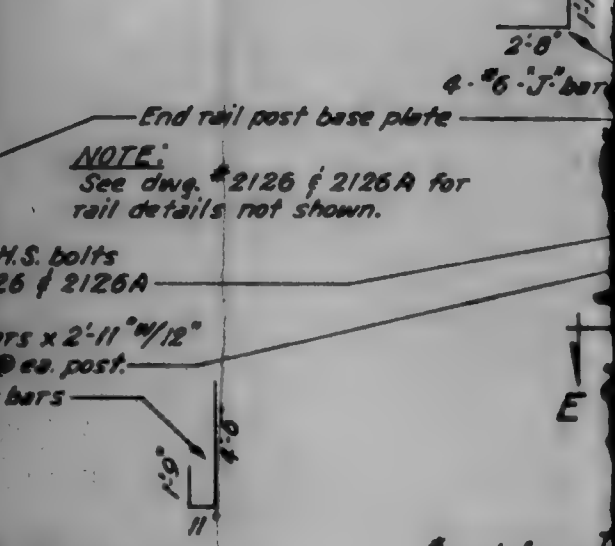


END RAIL POST BASE PLATE
Scale: 3"=1'-0"



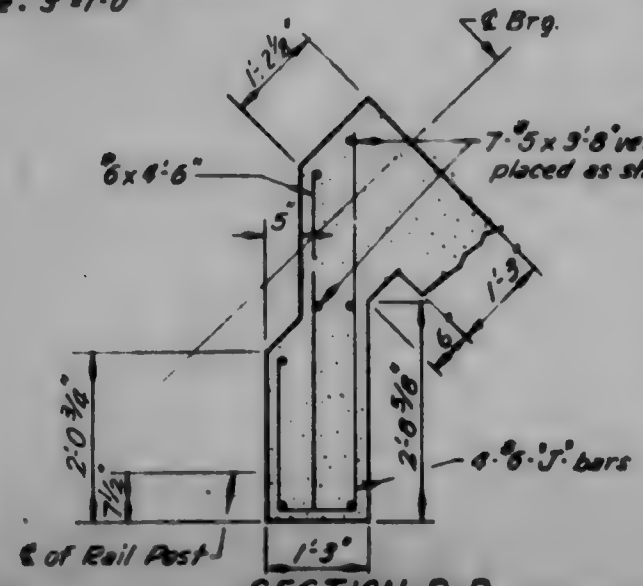
VIEW Y-Y
Scale: 3/4"=1'-0"



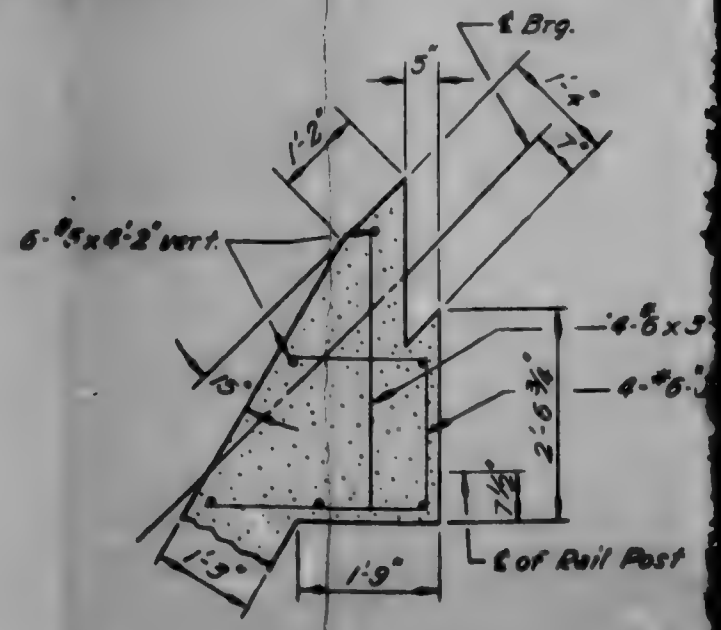


NOTE:
See dwg. # 2126 & 2126A for rail details not shown.

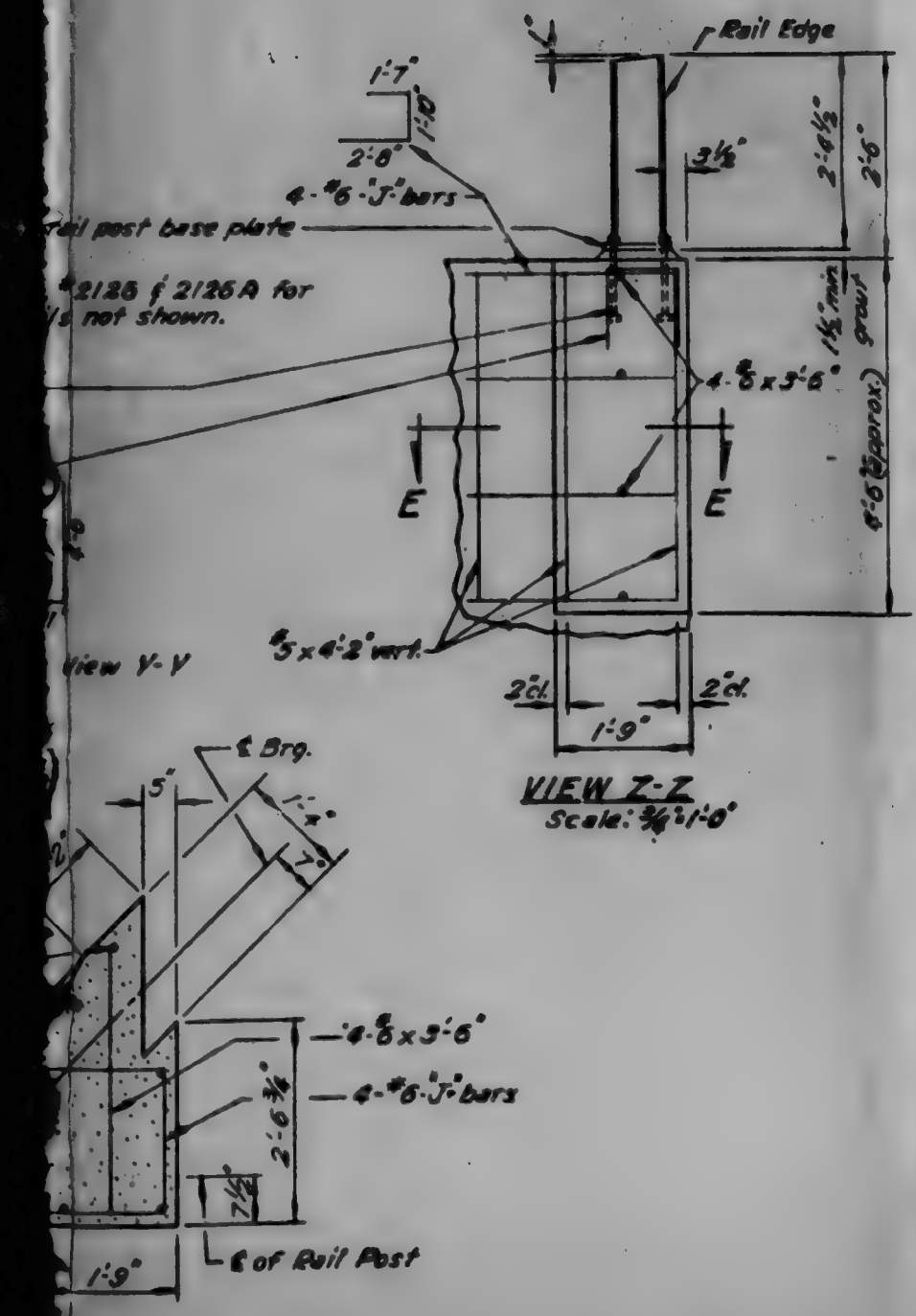
NOTE:
See dwg. # 30781 for View Y-Y & View Z-Z.



SECTION D-D



SECTION E-E



VIEW Z-Z
Scale: ¾"=1'-0"

ON E-E

GENERAL NOTES

All material and workmanship shall conform to the Standard Specifications for Highway Construction of the Oregon Highway Division.

Bridge designed for HS 20-44 loading with an allowance of 50 psf for future wearing surface.

Reinforcing steel bars number 3 through 7 shall be lapped a min. of 24 diameters, bars 8 and 9 shall be lapped 30 diameters at all splices unless noted or shown otherwise (f_s = 20,000 psi). All bars shall be placed 2" clear of the nearest face of concrete unless noted or shown otherwise.

Concrete members designed by Load Factor Design Method.

All concrete, except that used in prestressed box girders shall be Class 3300-1½" with a design strength of 3300 psi in 28 days (f_c = 1320 psi).

Precast prestressed concrete and prestressing strand shall be in accordance with Box Girder Detail dwg. # 30780.

Footing elevations are subject to change depending upon foundation material encountered. Reinforcing steel for abutment walls shall not be fabricated until final footing elevations have been determined in the field.

ADVANCE PLANS
JUL 14 1975
DO NOT USE FOR CONSTRUCTION

APPROVED:
BRIDGE ENGINEER
DESIGNED ABERNATHY
DRAWN HOLSTAD
CHECKED
REVIEWED
REVIEWED
CALC. BOOK

DATE	REVISION

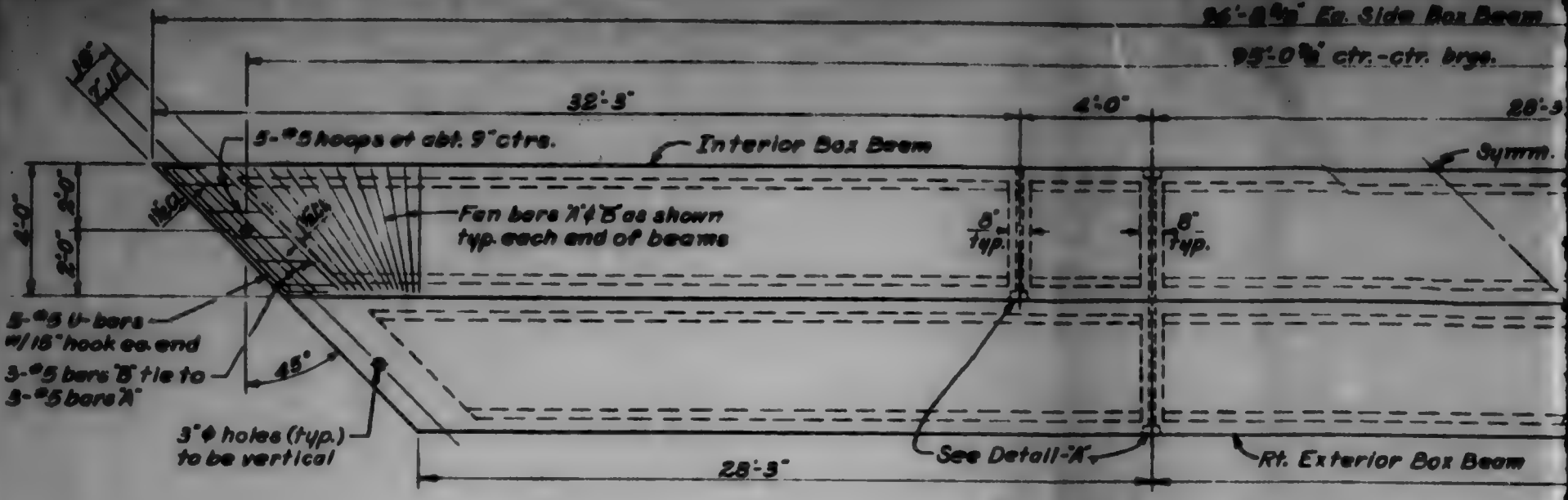
OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

MEADOW CREEK BRIDGE

MISCELLANEOUS DETAILS

DATE
BRIDGE NO. 3501A
SHEET 2 OF
DRAWING NO. 30779

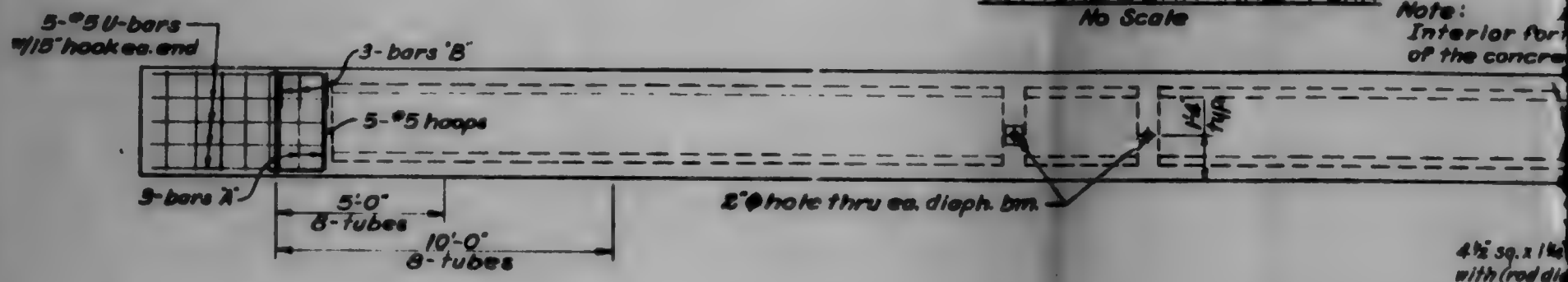
181-1016-906



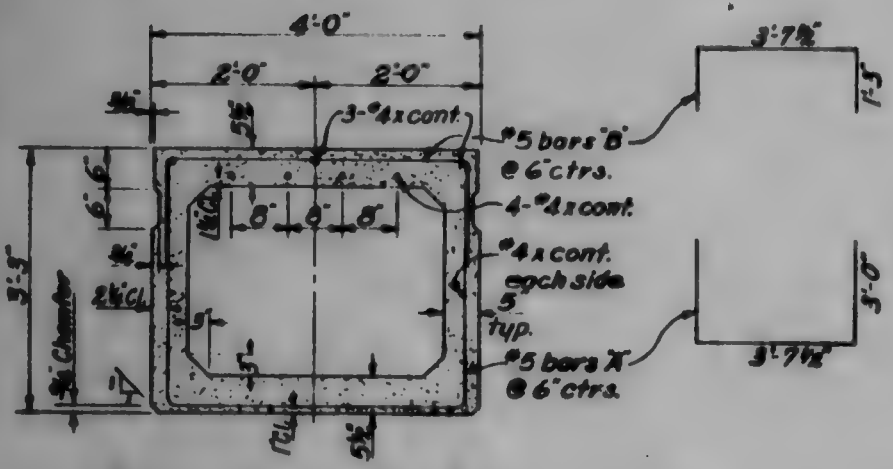
TYPICAL BEAM-HALF PLAN

No Scale

Note: Interior for... of the concre...

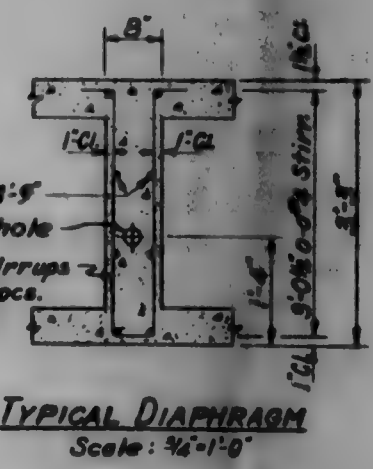


4½ sq. x 1... with (rod di...



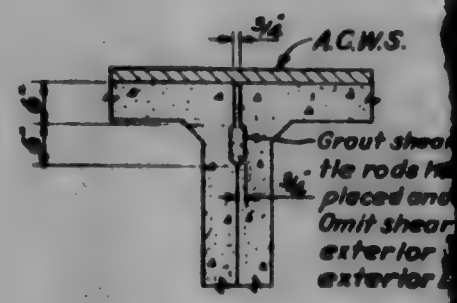
TYPICAL SECTION BOX BEAM

Scale: 3/4"=1'-0"



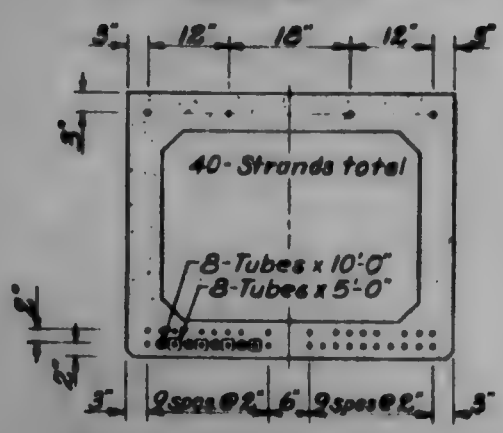
TYPICAL DIAPHRAGM

Scale: 3/4"=1'-0"



SHEAR KEYS

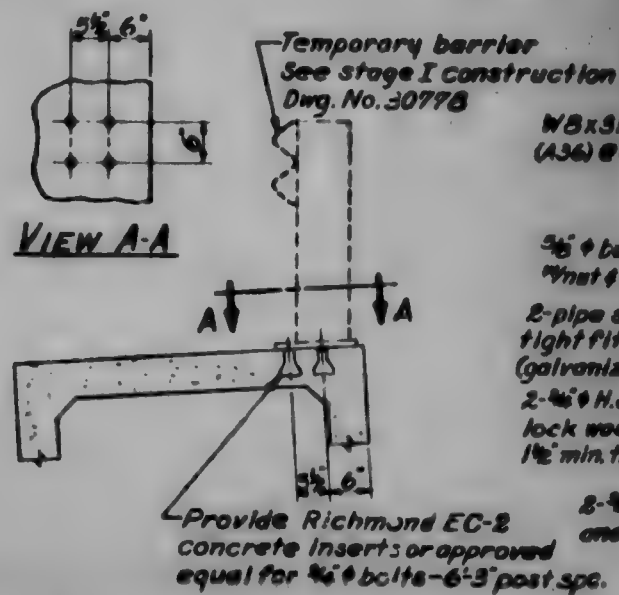
Scale: 3/4"=1'-0"



END BLOCK MIDSPAN STRAND ARRANGEMENT

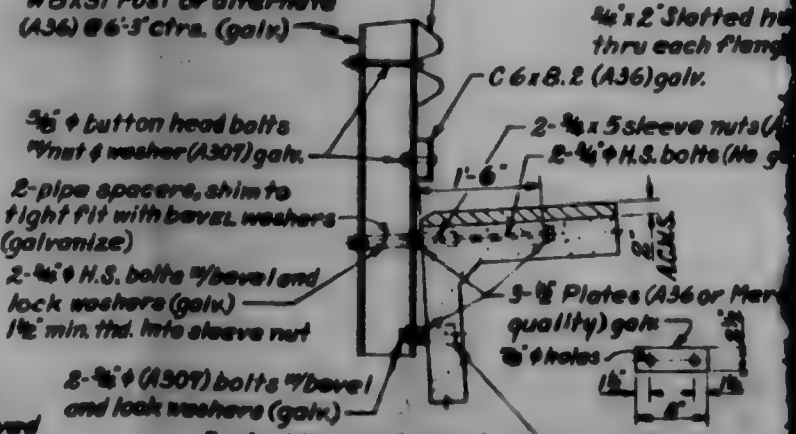
Scale: 3/4"=1'-0"

VIEW A-A


Temporary barrier See stage I construction Dwg. No. 30778
Provide Richmond EC-2 concrete inserts or approved equal for ¾" ϕ bolts-6'-3" post spc.

TEMPORARY BARRIER-INSERT DET.

Scale: 3/4"=1'-0"

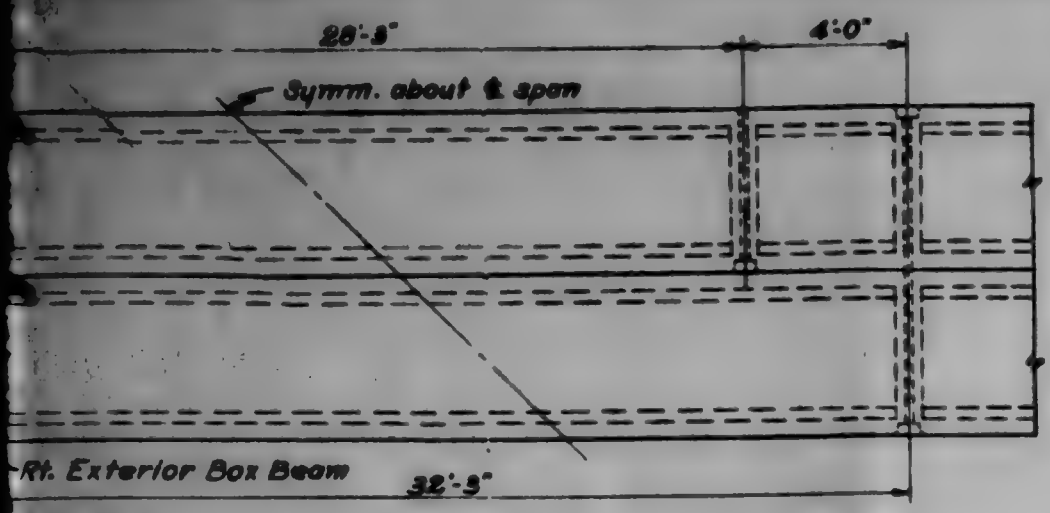

Double thickness (2) rail el...
See dwg. 2126 & 2126A for d...
W8x31 Post or alternate (A36) @ 6'-3" ctrs. (galv.)
C 6x8.2 (A36) galv.
⅝" ϕ button head bolts ⅞" nut & washer (A307) galv.
2-pipe spacers, shim to tight fit with bevel washers (galvanize)
2-¾" ϕ H.S. bolts ⅞" bevel and lock washers (galv.) 1½" min. thd. into sleeve nut
2-⅞" ϕ (A307) bolts ⅞" bevel and lock washers (galv.)
Burke high tensile threaded insert or approved equal (galv.)
1'-6"
3-⅝" Plates (A36 or Mer... quality) galv.
⅝" ϕ holes

RAIL POST D...

Scale: 3/4"=1'-0"

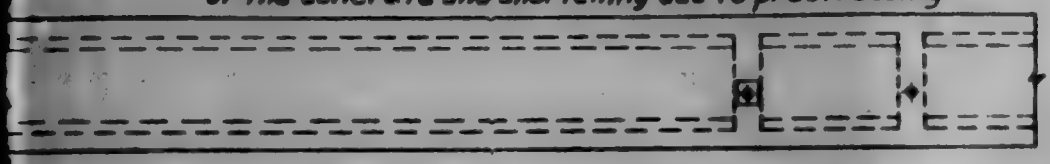
Lt. Side Box Beam

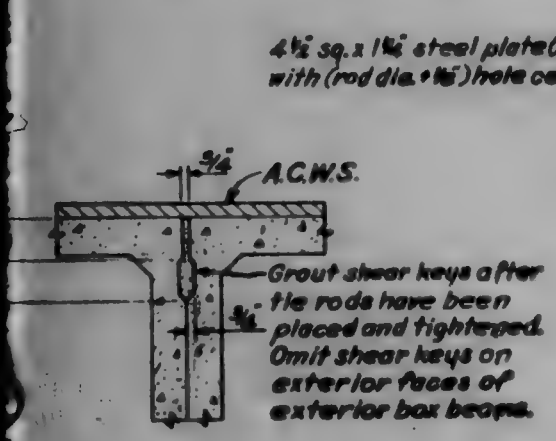
0'-0" ctn.-ctn. brgs.



ALF PLAN

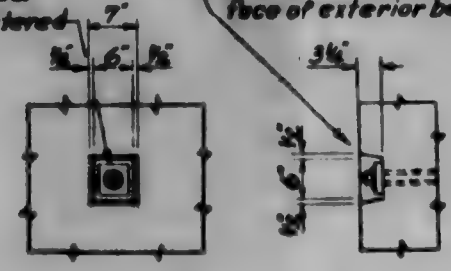
Note:
Interior forms shall be constructed to permit shrinkage of the concrete and shortening due to prestressing




4½" sq. x 1¼" steel plate (A36) with (rod dia. + ⅛") hole centered
7"
A.C.W.S.
Grout shear keys after tie rods have been placed and tightened. Omit shear keys on exterior faces of exterior box beams.

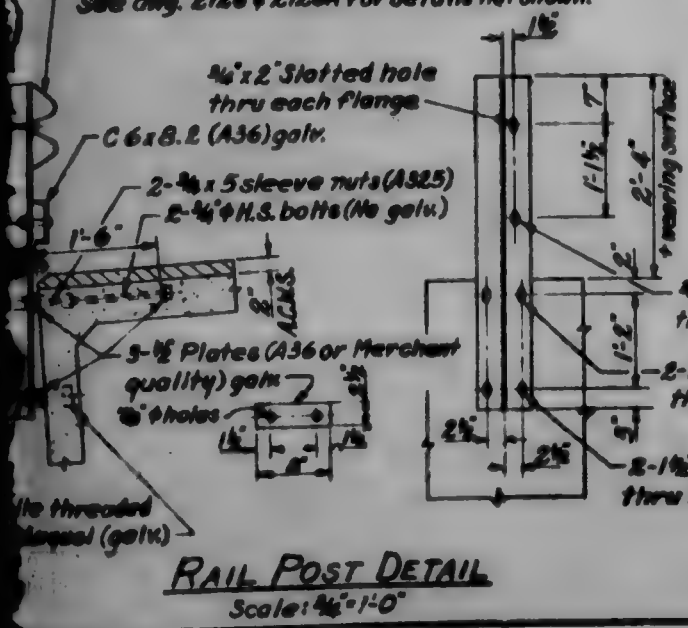
SHEAR KEYS
Scale: ¾"=1'-0"

Note:
Grout blockout in ext. face of exterior beams



DETAIL "A"
Scale: ¾"=1'-0"

ALTERNATE POST SECTION
Scale: 1½"=1'-0"


Double thickness (2) rail elements. See dwg. 2126 & 2126A for details not shown.
1½"
¾"x2" Slotted hole thru each flange
C 6x8.2 (A36) galv.
2-⅞"x5 sleeve nuts (A325)
2-⅞"ϕ H.S. bolts (No galv.)
1'-6"
8" ACWS
5-½" Plates (A36 or Merchant quality) galv.
⅞"ϕ holes
2½"
2½"
1'-1"
2'-4" + wearing surface
2"
¾"x1¼" Slotted hole thru back flange only
2-1"x1¾" Slotted holes thru each flange
2-1½"x⅝" Slotted holes thru back flange only
ile threaded equal (galv.)

RAIL POST DETAIL
Scale: ¾"=1'-0"

GENERAL NOTES FOR PRESTRESSED MEMBERS

SPECIFICATIONS & LOADING: See General Notes Dwg. 30779

PRECAST PRESTRESSED CONCRETE: All precast prestressed concrete shall be Class 5500-1 with a 28 day strength of 6000 psi. Concrete strength at prestress release shall not be less than 5000 psi.

PRESTRESSING STEEL: All strands shall be ½" dia. 7-wire strands with a min. ultimate strength of 41,300 lbs. (A.S.T.M. 416 grade 270 k s.i.) Strands shall be tensioned initially to 28,910 lbs.

MILD STEEL REINFORCEMENT: See General Notes, dwg. 30779

HANDLING PRESTRESSED CONCRETE BOX BEAMS: In handling, the box beams shall be maintained in an upright position at all times and shall be picked up only by means of approved devices located near the ends of the beams. Both the nature and location of the lifting devices shall be approved by the engineer. Each box beam weighs 84.4 kips.

LATERAL TIES: Tie rods shall be either 1¼"ϕ A.S.T.M. Specif. A36 carbon steel bars or 1¼"ϕ A.S.T.M. Specification A322 alloy steel bars with min. ultimate strength of 64,100 lbs. Tie rods shall have an Inirial tension (min.) of 29,000 lbs. (Approx. 600 ft. lbs. torque on 1¼"ϕ rods) before grouting keyways and dowels.

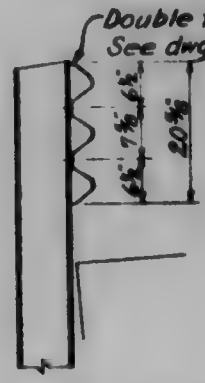
GROUT: Grout shall be of the expanding or non-shrinking type with a min. design strength of 5000 psi in 28 days. Grout proportions shall be approved by the engineer. No traffic shall be allowed on the structure until the grout has attained a min. strength of 3,500 psi.

CHAMFERS: All exposed corners in the finished structure shall be chamfered to ¾".

FINISH: Top of box beams shall have a sidewalk finish as per sub section 504.51(b) of the specifications.

PAINT: Exposed tie rods, plates, nuts and washers, shall be painted with two coats of epoxy enamel, color concrete gray. (Minimum of one coat on concrete side of plate.)

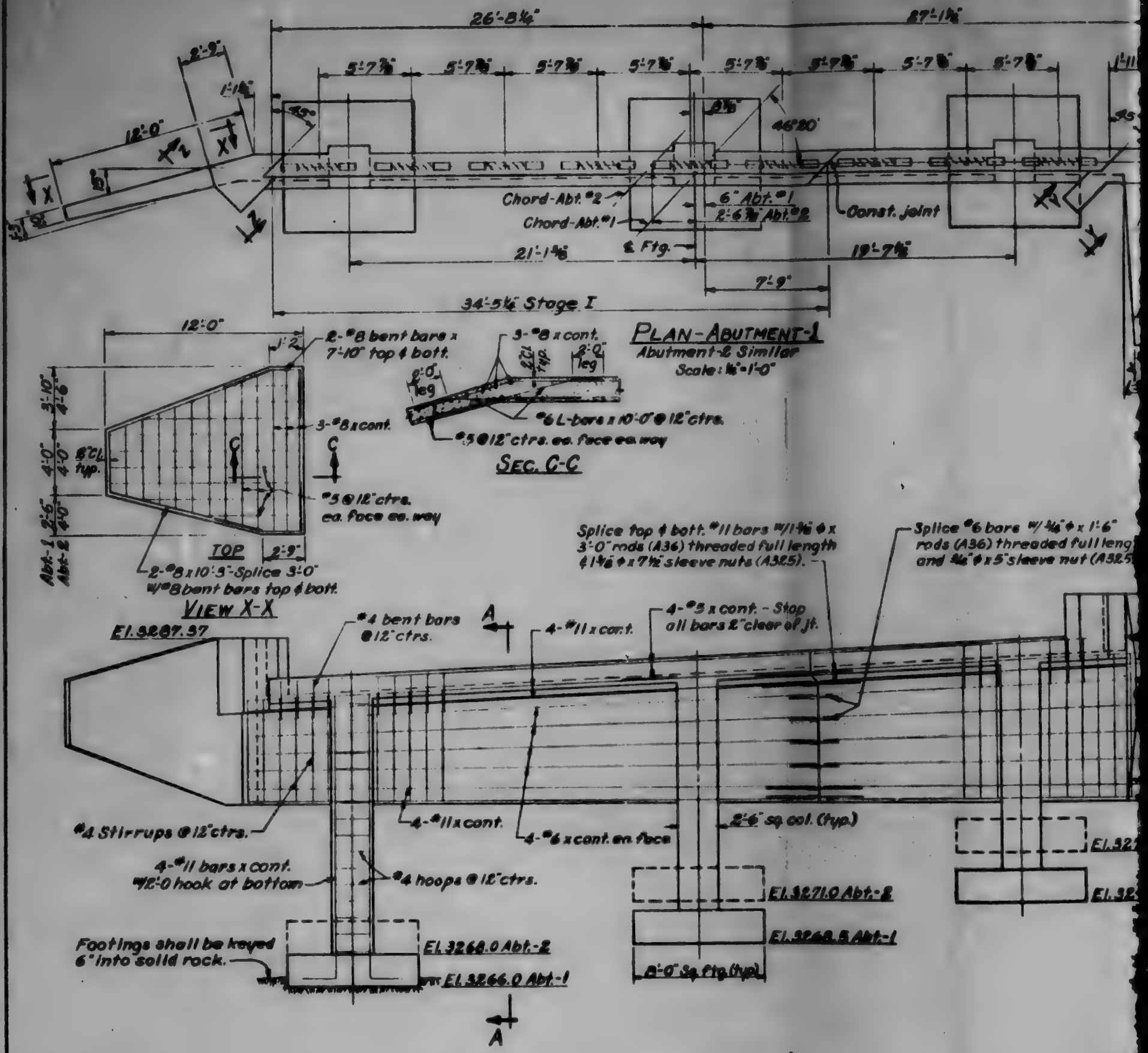
ESTIMATED DEFLECTION AT MIDSPAN: Upward deflection due to prestress of transfer = 5/8"; Upward deflection due to prestress 9-months after transfer = 1 9/16"; Downward deflection due to curb, guardrail & wearing surface = 1/2".



ALTERNATE RAIL DETAIL
Scale: ¾"=1'-0"

ADVANCE PLANS
JUL 14 1975
DO NOT USE FOR CONSTRUCTION

APPROVED	OREGON STATE HIGHWAY DIVISION BRIDGE SECTION
BRIDGE ENGINEER	
DESIGNED G.D. Abernathy	MEADOW CREEK BRIDGE
DRAWN C.R. Poole	
CHECKED	
REVIEWED	
REVIEWED	
CALC. BOOK	
DATE / REVISION	BOX BEAM DETAILS
	DATE June, 1975 — SHEET 3 OF
	BRIDGE NO. 3501A — DRAWING NO. 30780


26'-8¼"
87'-1½"
5'-7⅞"
12'-0"
46°20'
Chord-Abt. #2
Chord-Abt. #1
6" Abt. #1
2'-6⅞" Abt. #2
Const. joint
& Ftg.
21'-1⅛"
19'-7½"
7'-9"
34'-5¼" Stage I
12'-0"
2-#8 bent bars x 7'-10" top & bott.
3-#8 x cont.
#6 L-bars x 10'-0" @ 12" ctrs.
#5 @ 12" ctrs. ea. face ea. way
3-#8 x cont.
#5 @ 12" ctrs. ea. face ea. way
TOP
2-#8 x 10'-3" Splice 3'-0" w/ #8 bent bars top & bott.
Abt.-1
Abt.-2
Splice top & bott. #11 bars w/ 1⅛" ϕ x 3'-0" rods (A36) threaded full length & 1⅛" ϕ x 7½" sleeve nuts (A325).
Splice #6 bars w/ ¾" ϕ x 1'-6" rods (A36) threaded full leng
and ¾" ϕ x 5" sleeve nut (A325
#4 bent bars @ 12" ctrs.
4-#11 x cont.
4-#3 x cont. - Stop all bars 2" clear of jt.
#4 Stirrups @ 12" ctrs.
4-#11 x cont.
4-#6 x cont. ea. face
2'-6" sq. col. (typ.)
4-#11 bars x cont. w/ 2'-0 hook at bottom
#4 hoops @ 12" ctrs.
El. 3271.0 Abt.-2
El. 3268.5 Abt.-1
Footings shall be keyed 6" into solid rock.
El. 3268.0 Abt.-2
El. 3266.0 Abt.-1
8'-0" Sq. Ftg. (typ.)

PLAN - ABUTMENT-1

Abutment-2 Similar

Scale: ½"=1'-0"

SEC. C-C

VIEW X-X

ELEVATION - ABUTMENT 1

Note:
Delay concrete pour above beam seat until box beams are placed. Do not backfill wall until concrete has attained a strength of 3300 psi but not less than 14 days after this pour. See dwg. # 30778 for other backfill notes.

Note: After box beams are in place, drill 1⅝" ϕ holes into bent 1'-6" deep. Place 1½" ϕ x 5'-6" smooth dowel (A36) at ea. hole. Lower end of dowel to be capped with polystyrene or mastic plug ⅛" ϕ x ½" thick. Fill holes in box beams with grout. Rotary drill shall be used, no impact type drills to be allowed.

3'-6" log

3-#8 x cont.

#6 L-bars x 6'-0" @ 12" ctrs.

#5 @ 12" ctrs. ea face ea. way

SEC. B-B

2'-11½"

5'-7½"

45°

W

2-#8 bent bars x 7'-10" top & bott.

B

3-#8 x cont.

#5 @ 12" ctrs. ea face ea way

18'-0"

2'-0"

1'-6"

10"

Abt.-1 Abt.-2

4'-0" 2'-6"

4'-0" 4'-0"

4'-6" 3'-10"

VIEW W-W
Scale: ¼" = 1'-0"

4-#5 x cont.

#4 x 5'-11" @ 12" ctrs.

4-#11 x cont

4-#6 x cont. each face

#4 x 4'-5" U-bars @ 12" ctrs. as shown

1'-2"

5"

5"

1'-2"

#4 Stirrups @ 12" ctrs.

4-#11 x cont.

2-#8 x 10'-9" Splice 3'-0" w/#8 bent bars top & bott.

5'-7" ℄ brg. ℄ bent

2'-0"

1'-6"

3'-3" Box Bm.

2'-0"

9"

Varies-#4 Stirrups

Varies

El. 3277.0

2'-0"

1'-6"

6"

2'-6" Sq.

Varies

4-#11 bars x cont. w/ 2'-0" hook at bottom

#4 hoops @ 12" ctrs.

2½" Cl.

2½" Cl.

6"

2'-0"

FOOTING PLAN

splice #6 bars w/ ¾" ϕ x 1'-6" (A36) threaded full length and ¾" ϕ x 5" sleeve nut (A325)

1" thick x 6" x 2'-6" premolded expansion joint filler between bearing pads.

4'-6"

12" 1'-3" 1'-3" 12"

6"

5.5"

℄ Brg.

6" x 12" x 1'-36 Reqd.

1½" ϕ dowel

ELASTOMERIC BRG. PAD DETAILS

El. 3289.83

El. 3277.0

El. 3274.0 Abt.-2

El. 3271.0 Abt.-1

1'-0" splice

1'-9"

#3 U-bars @ 4" ctrs. with 1'-3" vert. legs (#3 bars may be cut in wall and field bent as shown)

℄ Brg.

1" x 2" x cont. exp. polystyrene

1"Cl.

2" min. grout cont.

1½" x 11½" cont. shear key

3-#3 x cont.

GROUT PAD DETAILS

6"Cl.

SECTION A-A
Scale: ½" = 1'-0"

3"Cl.

10-#9 bars x 7'-6" ea. way

4'-0" 4'-0"

8'-0" Sq.

FOOTING PLAN

ADVANCE PLANS
JUL 14 1975
DO NOT USE FOR CONSTRUCTION

APPROVED:

BRIDGE ENGINEER

DESIGNED G.D. Abernethy
DRAWN C.R. Poole
CHECKED
REVIEWED
REVIEWED
CALC. BOOK

DATE	REVISION

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

MEADOW CREEK BRIDGE

ABUTMENTS 1 & 2 DETAILS

DATE July 1975
BRIDGE NO. 3501A

SHEET 4 OF
DRAWING NO. 30781

Form FHWA 121 (Rev. 8-72)

8631

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 24, 1975

In reply refer to: 1041EC.2/710.30

SUBJECT: Title II Safety Project
Meadow Creek Bridge Section

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

After carefully reviewing the July 21 program submittal for the subject project we feel we cannot approve the utilization of Title II Safety Funds for this project as presented. A bridge replacement project of this size should be handled as a regular Federal-aid Secondary project if Federal participation is desired. Please understand we are not saying that the situation described is not an unsafe condition but rather we are saying that the correction proposed is beyond the scope of the Title II Safety Program. We feel that in addition to being directly related to the reduction of accidents, proposals for Title II Safety Funds should be generally of the type of work not readily accessible to the regular Federal-aid program.

The subject proposal while having a potential for preventing accidents as do almost all highway improvements would clearly qualify for Federal-aid Secondary funds.

We are therefore returning the program documents without action.

G. L. Green

RECEIVED
STATE HWY ENGR
JUL 25 '75
REFER TO
FOR
Info | Inves | R/J | D/R | Sign

Attachment

cc:
OSHD (Rulien)
OSHD (Eaton)

7-28-75
ORIGINAL TO
L.W. Rulien
TAA

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 4-61)

7-21-75

FEDERAL-AID PROGRAM DATA

(PPM 21-3)

CARD												
2	REPORT NUMBER: 1	PROJECT LOCATION (35 typewriter spaces): SR 244, 12 mi. S.W. of Hilgard, S.W. 0.07 mi.	ADT	PRESENT: 400 DHV-65	FUTURE: 600	YEAR: 95	REGION: 10	STATE NAME: Oregon				
3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): Gr., Dr., H.T. Pave, & One Bridge	NAT'L. FOREST	FH ROUTE NO.	SUPV. AGCY	M4 CLASSIF.	DA AREA	ENERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S): ROS-	NUMBER: 31-052		
4	CLASS OF FEDERAL FUNDS: (Section 210) Elimination of Roadside Obstacles						COUNTY NAME: Union		CODE: 061			
	NAME OF URBAN AREA: - - -						ROUTE NO. S	FEDERAL-AID: 31-052	STATE: 341	U.S. - - -		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1												
3					PE		SR 244, 12 mi. S.W. of Hilgard, S.W. 0.07 mi.					
3					ROW							
3					CONST (CODE) X081 6201		"Meadow Creek Bridge Section"	0.07	221,000	198,900	22,100	
							PROJECT TOTALS	0.07	221,000	198,900	22,100	

CARD	CODE	
1	1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

REMARKS

IM 50-1-70, PPM 50-9, FHPM 7-7-2 and FHPM 7-7-5 requirements complied with unde
engineering project ROS-000S(3), Item No. 5, which was approved by the FHWA o

NOTE: This project is in Congressional District No. 2.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1974

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

7-21-75

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 244, 12 mi. S.W. of Hilgard, S.W. 0.07 mi.	ADT	400 DHV-65	600	95	10	Oregon	41	144	14

TYPED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	1/4 CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	Projects Only PUSH Int. DESIG.
Pave, & One Bridge								ROS-	31-052	(1)	

FUNDS	COUNTY NAME	COUNTY CODE	PROGRAM STAGE
(Section 210) Elimination of Roadside Obstacles	Union	061	1 OR X 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	31-052	341	- - -

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		SR 244, 12 mi. S.W. of Hilgard, S.W. 0.07 mi.						Construct one pre-stressed box beam br. (L 93'). Gr., dr., H.T. pave approach roadways at both ends of bridge to provide 2-12' lanes with 4' shldrs.
ROW								ROW-70' min.; Access Control-Partial; Parking Restrictions-None. Utility adj. required incl. prep. work.
CONST (CODE) X081 6201		"Meadow Creek Bridge Section"	0.07	221,000	198,900	22,100		
BY		PROJECT TOTALS	0.07	221,000	198,900	22,100		

APPROVAL DATES

REMARKS

IM 50-1-70, PPM 50-9, FHPM 7-7-2 and FHPM 7-7-5 requirements complied with under preliminary engineering project ROS-000S(3), Item No. 5, which was approved by the FHWA on 12/5/74.
NOTE: This project is in Congressional District No. 2.

-OVER-

MEADOW CREEK BRIDGE SECTION

PROJECT NO. ROS-31-052(1)

REMARKS - continued.

Existing Facility:

Roadway - - - 20' bituminous surfaced roadway with 2' shoulders.
Structure - - Meadow Creek; Br. No. 3501; Timber beam span; L. 103'; H.C. 25'-3"; H-15 loading.

Adjacent Sections: Roadway same as described under existing facility.

Project Data: The work, on improved alignment, consists of (1) removal of existing structure; (2) constructing one prestressed concrete box beam bridge (Br. No. 3501A) 93 feet long with horizontal clearance of 35 feet 6 inches; (3) grade, drain and high-type pave approach roadways at both ends of bridge (approx. 0.05 mi.) to provide two 12-foot lanes with 4-foot paved shoulders; (4) constructing channel change; (5) placing riprap; (6) installing guardrail; (7) and incidental work common to this type of project.

Exceptions to Minimum Standards: None.

Data for PR-37:

Bridge Type Code X081 - - - - - - - - - - - - Est. Cost $125,000
Roadway Type Code 6201 - - - - - - - - - - - Est. Cost $ 96,000

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO H.Q.

Form PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

7-21-75

CARD																
CARD 2	REPORT NUMBER (1-19) (20) 1	PROJECT LOCATION (45 typewriter spaces) (21) SR 244, 12 mi. S.W. of Hilgard, S.W. 0.07 mi. (66)	ADT	PRESENT 400 DHV-65	FUTURE (66) 600	YEAR (70) (71) 95 (72)	REGION 10	STATE NAME Oregon								
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) (38) Gr., Dr., H.T. Pave, & One Bridge (62)	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (69)	SUPV AGCY (70)	DA CLASSIF. (76)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) (14) ROS- (23)	NUMBER (7) 31-052						
CARD 4	CLASS OF FEDERAL FUNDS (Section 210) Elimination of Roadside Obstacles								COUNTY NAME Union (14)							
	NAME OF URBAN AREA (17-31) - - -								ROUTE NO. S	FEDERAL-AID 31-052 (32)		STATE 341 (36) (37)	U.S. - - -			

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(1-4 5)	(16)	41	42	43 - 46	53		(54) (58)	(59) (66)	(67) (70)		
5					PE		SR 244, 12 mi. S.W. of Hilgard, S.W. 0.07 mi.					
5					ROW							
5					CONST (CODE) X081 6201		"Meadow Creek Bridge Section"	0.07	221,000	198,900	22,100	
								0.07	221,000	198,900	22,100	

CARD	CODE		
1	1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(10) (20) (24) (28) REMARKS

IM 50-1-70, PPM 50-9, FHPM 7-7-2 and FHPM 7-7-5 requirements complied with
engineering project ROS-000S(3), Item No. 5, which was approved by the FH
NOTE: This project is in Congressional District No. 2.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1976

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

7-21-75

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 244, 12 mi. S.W. of Hilgard, S.W. 0.07 mi.	ADT	400 DHV-65	600	95	10	Oregon	41	144	14

POSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST M., DESIG.
. Pave, & One Bridge								ROS-	31-052	(1)	

UNDS	COUNTY NAME	CODE	PROGRAM STAGE
(Section 210) Elimination of Roadside Obstacles	Union	061	1 OR X

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	31-052	341	- - -

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		SR 244, 12 mi. S.W. of Hilgard, S.W. 0.07 mi.						Construct one pre-stressed box beam br. (L 93'). Gr., dr., H.T. pave approach roadways at both ends of bridge to provide 2-12' lanes with 4' shldrs.
ROW								ROW-70' min.; Access Control-Partial; Parking Restrictions-None. Utility adj. required incl. prep. work.
CONST (CODE) X081 6201		"Meadow Creek Bridge Section"	0.07	221,000	198,900	22,100		
		PROJECT TOTALS	0.07	221,000	198,900	22,100		

D BY

APPROVAL DATES

REMARKS

IM 50-1-70, PPM 50-9, FHPM 7-7-2 and FHPM 7-7-5 requirements complied with under preliminary engineering project ROS-0005(3), Item No. 5, which was approved by the FHWA on 12/5/74.

NOTE: This project is in Congressional District No. 2.

-OVER-

MEADOW CREEK BRIDGE SECTION

PROJECT NO. ROS-31-052(1)

REMARKS - continued.

Existing Facility:

Roadway - - - 20' bituminous surfaced roadway with 2' shoulders.
Structure - - Meadow Creek; Br. No. 3501; Timber beam span; L. 103'; H.C. 25'-3"; H-15 loading.

Adjacent Sections: Roadway same as described under existing facility.

Project Data: The work, on improved alignment, consists of (1) removal of existing structure; (2) constructing one prestressed concrete box beam bridge (Br. No. 3501A) 93 feet long with horizontal clearance of 35 feet 6 inches; (3) grade, drain and high-type pave approach roadways at both ends of bridge (approx. 0.05 mi.) to provide two 12-foot lanes with 4-foot paved shoulders; (4) constructing channel change; (5) placing riprap; (6) installing guardrail; (7) and incidental work common to this type of project.

Exceptions to Minimum Standards: None.

Data for PR-37:

Bridge Type Code X081 - - - - - - - - - - - - Est. Cost $125,000
Roadway Type Code 6201 - - - - - - - - - - - Est. Cost $ 96,000

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

7-21-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER: 1	PROJECT LOCATION (45 typewriter spaces): SR 244, 12 mi. S.W. of Hilgard, S.W. 0.07 mi.	ADT	PRESENT: 400 DHV-65	FUTURE: 600	YEAR: 95	REGION: 10	STATE NAME: Oregon			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): Gr., Dr., H.T. Pave, & One Bridge	NAT'L. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR.	PROJECT NUMBER: PREFIX LETTER(S): ROS-	NUMBER: 31-052	
CARD 4	CLASS OF FEDERAL FUNDS: (Section 210) Elimination of Roadside Obstacles	COUNTY NAME: Union									
	NAME OF URBAN AREA: - - -	ROUTE NO. S	FEDERAL-AID: 31-052	STATE: 341	U.S. - -						

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(1&18)	116	41	42	43 46	53		(54) (58)	(59) (66)	(67) (70)		
5					PE		SR 244, 12 mi. S.W. of Hilgard, S.W. 0.07 mi.					
5					ROW							
5					CONST (CODE) X081 6201		"Meadow Creek Bridge Section"	0.07	221,000	198,900	22,100	
							PROJECT TOTALS	0.07	221,000	198,900	22,100	

CARD 1 CODE 1 PREPARED BY

1 14 PROGRAM APPROVAL DATES

(10) (23) (24) (33) REMARKS

IM 50-1-70, PPM 50-9, FHPM 7-7-2 and FHPM 7-7-5 requirements complied wit
engineering project ROS-000S(3), Item No. 5, which was approved by the
NOTE: This project is in Congressional District No. 2.

Budget Bureau No. 41-R2067; Approval Expires February 28, 19

FORM PR-1 (REV. 4-01)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

7-21-75

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPH CODE	ITEM NO.
SR 244, 12 mi. S.W. of Hilgard, S.W. 0.07 mi.	ADT	400 DHV-65	600	95	10	Oregon	41	144	14

PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AREA	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR.	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	If Projects Only POST IN. DESIG.
Pave, & One Bridge								ROS-	31-052	(1)	

FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
(Section 210) Elimination of Roadside Obstacles	Union	061	1 OR X

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	31-052	341	- - -

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		SR 244, 12 mi. S.W. of Hilgard, S.W. 0.07 mi.						Construct one pre-stressed box beam br. (L 93'). Gr., dr., H.T. pave approach roadways at both ends of bridge to provide 2-12' lanes with 4' shldrs.
ROW								ROW-70' min.; Access Control-Partial; Parking Restrictions-None. Utility adj. required incl. prep. work.
CONST (CODE) X081 6201		"Meadow Creek Bridge Section"	0.07	221,000	198,900	22,100		
BY		PROJECT TOTALS	0.07	221,000	198,900	22,100		

APPROVAL DATES

REMARKS

IM 50-1-70, PPM 50-9, FHPM 7-7-2 and FHPM 7-7-5 requirements complied with under preliminary engineering project ROS-0005(3), Item No. 5, which was approved by the FHWA on 12/5/74.

NOTE: This project is in Congressional District No. 2.

-OVER-

MEADOW CREEK BRIDGE SECTION

PROJECT NO. ROS-31-052(1)

REMARKS - continued.

Existing Facility:

Roadway - - - 20' bituminous surfaced roadway with 2' shoulders.
Structure - - Meadow Creek; Br. No. 3501; Timber beam span; L. 103'; H.C. 25'-3"; H-15 loading.

Adjacent Sections: Roadway same as described under existing facility.

Project Data: The work, on improved alignment, consists of (1) removal of existing structure; (2) constructing one prestressed concrete box beam bridge (Br. No. 3501A) 93 feet long with horizontal clearance of 35 feet 6 inches; (3) grade, drain and high-type pave approach roadways at both ends of bridge (approx. 0.05 mi.) to provide two 12-foot lanes with 4-foot paved shoulders; (4) constructing channel change; (5) placing riprap; (6) installing guardrail; (7) and incidental work common to this type of project.

Exceptions to Minimum Standards: None.

Data for PR-37:

Bridge Type Code X081 - - - - - - - - - - - - Est. Cost $125,000
Roadway Type Code 6201 - - - - - - - - - - - Est. Cost $ 96,000

Budget Bureau No. 41-R2067

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

7-21-75

U.S.

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19)(20) 1	PROJECT LOCATION (45 typewriter spaces) 21 SR 244, 12 mi. S.W. of Hilgard, S.W. 0.07 mi. 66	ADT	PRESENT 400 DHV-65	FUTURE (66) 600	YEAR (70)(71) 95 (72)	REGION 10	STATE NAME Oregon				
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 Gr., Dr., H.T. Pave, & One Bridge 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14 ROS- 23	NUMBER 7 31-052		
CARD 4	CLASS OF FEDERAL FUNDS (Section 210) Elimination of Roadside Obstacles						COUNTY NAME Union (114)					
	NAME OF URBAN AREA 17-31 - - -						ROUTE NO. S	FEDERAL-AID 31-052 (32)	STATE 341 (36)(37)	U.S. - - -		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
	1	(1415) (16)	41	42	43 46	53		(54)(55)	(59) (66)	(67) (78)		
5					PE		SR 244, 12 mi. S.W. of Hilgard, S.W. 0.07 mi.					
5					ROW							
5					CONST (CODE) X081 6201		"Meadow Creek Bridge Section"	0.07	221,000	198,900	22,100	
								0.07	221,000	198,900	22,100	

CARD 1 CODE 1 PREPARED BY — PROJECT TOTALS

CARD 1 CODE 14 PROGRAM APPROVAL DATES (16) (20) (24) (25)

REMARKS

IM 50-1-70, PPM 50-9, FHPM 7-7-2 and FHPM 7-7-5 requirements complied with u
engineering project ROS-000S(3), Item No. 5, which was approved by the FH
NOTE: This project is in Congressional District No. 2.

Budget Bureau No. 41-R2067; Approval Expires February 28, 19[illegible]

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

7-21-75

PROJECT LOCATION (65 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 244, 12 mi. S.W. of Hilgard, S.W. 0.07 mi.	ADT	400 DHV-65	600	95	10	Oregon	41	144	14

PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AREA	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST INT. DESIG.
T. Pave, & One Bridge								ROS-	31-052	(1)	

FUNDS: (Section 210) Elimination of Roadside Obstacles

COUNTY NAME: Union — CODE: 061

AREA: - - -

ROUTE NO. S — FEDERAL-AID: 31-052 — STATE: 341 — U.S.: - - -

PROGRAM STAGE: [ ] 1 OR [X]

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
PE		SR 244, 12 mi. S.W. of Hilgard, S.W. 0.07 mi.					
ROW							
CONST (CODE) X081 6201		"Meadow Creek Bridge Section"	0.07	221,000	198,900	22,100	
PROJECT TOTALS			0.07	221,000	198,900	22,100	

CHARACTER OF PROPOSED WORK (Full description)

Construct one pre-stressed box beam br. (L 93'). Gr., dr., H.T. pave approach roadways at both ends of bridge to provide 2-12' lanes with 4' shldrs.

ROW-70' min.;
Access Control-Partial;
Parking Restrictions-None.
Utility adj. required incl. prep. work.

PREPARED BY

FHWA APPROVAL DATES

REMARKS

IM 50-1-70, PPM 50-9, FHPM 7-7-2 and FHPM 7-7-5 requirements complied with under preliminary engineering project ROS-0005(3), Item No. 5, which was approved by the FHWA on 12/5/74.

NOTE: This project is in Congressional District No. 2.

-OVER-

MEADOW CREEK BRIDGE SECTION

PROJECT NO. ROS-31-052(1)

REMARKS - continued.

Existing Facility:

Roadway - - - 20' bituminous surfaced roadway with 2' shoulders.
Structure - - Meadow Creek; Br. No. 3501; Timber beam span; L. 103'; H.C. 25'-3"; H-15 loading.

Adjacent Sections: Roadway same as described under existing facility.

Project Data: The work, on improved alignment, consists of (1) removal of existing structure; (2) constructing one prestressed concrete box beam bridge (Br. No. 3501A) 93 feet long with horizontal clearance of 35 feet 6 inches; (3) grade, drain and high-type pave approach roadways at both ends of bridge (approx. 0.05 mi.) to provide two 12-foot lanes with 4-foot paved shoulders; (4) constructing channel change; (5) placing riprap; (6) installing guardrail; (7) and incidental work common to this type of project.

Exceptions to Minimum Standards: None.

Data for PR-37:

Bridge Type Code X081 - - - - - - - - - - - - Est. Cost $125,000
Roadway Type Code 6201 - - - - - - - - - - - Est. Cost $ 96,000

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-01)

7-21-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER: 1	PROJECT LOCATION (45 typewriter spaces): SR 244, 12 mi. S.W. of Hilgard, S.W. 0.07 mi.	ADT	PRESENT: 400 DHV-65	FUTURE: 600	YEAR: 95	REGION: 10	STATE NAME: Oregon			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): Gr., Dr., H.T. Pave, & One Bridge	NATL. FOREST	FH ROUTE NO.	MPO AGCY	UA CL.	UA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S): ROS-	NUMBER: 31-052	
CARD 4	CLASS OF FEDERAL FUNDS: (Section 210) Elimination of Roadside Obstacles	COUNTY NAME: Union									
	NAME OF URBAN AREA: - - -	ROUTE NO. S	FEDERAL-AID: 31-052	STATE: 341	U.S. - - -						

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(1415)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (70)		
5					PE		SR 244, 12 mi. S.W. of Hilgard, S.W. 0.07 mi.					
5					ROW							
5					CONST (CODE) X081 6201		"Meadow Creek Bridge Section"	0.07	221,000	198,900	22,100	
								0.07	221,000	198,900	22,100	

CARD 1 | CODE 1 | PREPARED BY | PROJECT TOTALS

1 | 14 | PROGRAM APPROVAL DATES

REMARKS

IM 50-1-70, PPM 50-9, FHPM 7-7-2 and FHPM 7-7-5 requirements complied with
engineering project ROS-000S(3), Item No. 5, which was approved by the FH

NOTE: This project is in Congressional District No. 2.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1976

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

7-21-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 244, 12 mi. S.W. of Hilgard, S.W. 0.07 mi.	ADT	400 DHV-65	600	95	10	Oregon	41	144	14

PROPOSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV. ADCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR.	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	Project Only POST OFC. DIST.
T. Pave, & One Bridge								ROS-	31-052	(1)	

FUNDS: (Section 210) Elimination of Roadside Obstacles

COUNTY NAME: Union 061

PROGRAM STAGE: ___ 1 OR X

ROUTE NO. S | FEDERAL-AID 31-052 | STATE 341 | U.S. - - -

A: - - -

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		SR 244, 12 mi. S.W. of Hilgard, S.W. 0.07 mi.						Construct one pre-stressed box beam br. (L 93'). Gr., dr., H.T. pave approach roadways at both ends of bridge to provide 2-12' lanes with 4' shldrs.
ROW								ROW-70' min.; Access Control-Partial; Parking Restrictions-None. Utility adj. required incl. prep. work.
CONST (CODE) X081 6201		"Meadow Creek Bridge Section"	0.07	221,000	198,900	22,100		
		PROJECT TOTALS	0.07	221,000	198,900	22,100		

ED BY

M APPROVAL DATES

REMARKS

IM 50-1-70, PPM 50-9, FHPM 7-7-2 and FHPM 7-7-5 requirements complied with under preliminary engineering project ROS-000S(3), Item No. 5, which was approved by the FHWA on 12/5/74.

NOTE: This project is in Congressional District No. 2.

-OVER-

MEADOW CREEK BRIDGE SECTION

PROJECT NO. ROS-31-052(1)

REMARKS - continued.

Existing Facility:

Roadway - - - 20' bituminous surfaced roadway with 2' shoulders.
Structure - - Meadow Creek; Br. No. 3501; Timber beam span; L. 103'; H.C. 25'-3"; H-15 loading.

Adjacent Sections: Roadway same as described under existing facility.

Project Data: The work, on improved alignment, consists of (1) removal of existing structure; (2) constructing one prestressed concrete box beam bridge (Br. No. 3501A) 93 feet long with horizontal clearance of 35 feet 6 inches; (3) grade, drain and high-type pave approach roadways at both ends of bridge (approx. 0.05 mi.) to provide two 12-foot lanes with 4-foot paved shoulders; (4) constructing channel change; (5) placing riprap; (6) installing guardrail; (7) and incidental work common to this type of project.

Exceptions to Minimum Standards: None.

Data for PR-37:

Bridge Type Code X081 - - - - - - - - - - - - Est. Cost $125,000
Roadway Type Code 6201 - - - - - - - - - - - Est. Cost $ 96,000

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

7-21-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

Budget Bureau No. 43-R2

CARD 2

REPORT NUMBER: 1 (19) (20)

PROJECT LOCATION (45 typewriter spaces): SR 244, 12 mi. S.W. of Hilgard, S.W. 0.07 mi, (21) (66)

ADT | PRESENT: 400 DHV-65 | FUTURE: 600 (68) | YEAR: 95 (70) (71) (72)

REGION: 10

STATE NAME: Oregon

CARD 3

CHARACTER OF PROPOSED WORK (35 typewriter spaces): Gr., Dr., H.T. Pave, & One Bridge (39) (62)

NATL. FOREST (63) (68) | FW ROUTE NO. (66) (67) | SUPV AGCY (69) | DA CLASS'F. (75) | DA AREA (77) | EMERG. YR. (72) (73) | PL. AUTH YR (74) (78)

PROJECT NUMBER: PREFIX LETTER(S) ROS- (14) (20) | NUMBER 31-052 (7)

CARD 4

CLASS OF FEDERAL FUNDS: (Section 210) Elimination of Roadside Obstacles

COUNTY NAME: Union

NAME OF URBAN AREA: - - - (17-31)

ROUTE NO. S | FEDERAL-AID: 31-052 (32) | STATE: 341 (36) (37) | U.S. - -

CARD 5

LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1 (1448)	16	41	42	43 46	55		(54) (58)	(59) (66)	(67) (76)		
5				PE		SR 244, 12 mi. S.W. of Hilgard, S.W. 0.07 mi.					
5				ROW							
5				CONST (CODE) X081 6201		"Meadow Creek Bridge Section"	0.07	221,000	198,900	22,100	
							0.07	221,000	198,900	22,100	

(10) (23) (24) (53)

CARD 1 | CODE 1 | PREPARED BY | PROJECT TOTALS

1 | 14 | PROGRAM APPROVAL DATES

REMARKS

IM 50-1-70, PPM 50-9, FHPM 7-7-2 and FHPM 7-7-5 requirements complied with
engineering project ROS-000S(3), Item No. 5, which was approved by the FH
NOTE: This project is in Congressional District No. 2.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1976

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

7-21-75

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 244, 12 mi. S.W. of Hilgard, S.W. 0.07 mi,	ADT	400 DHV-65	600	95	10	Oregon	41	144	14

PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV. AGCY	DA CLASS.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	J. Projects Only: POST MI	DESIG.
. Pave, & One Bridge								ROS-	31-052	(1)		

FUNDS: . (Section 210) Elimination of Roadside Obstacles

COUNTY NAME: Union — CODE: 061

ROUTE NO. S — FEDERAL-AID: 31-052 — STATE: 341 — U.S.: - - -

PROGRAM STAGE: [ ] 1 OR [X]

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		SR 244, 12 mi. S.W. of Hilgard, S.W. 0.07 mi.						Construct one pre-stressed box beam br. (L 93'). Gr., dr., H.T. pave approach roadways at both ends of bridge to provide 2-12' lanes with 4' shldrs.
ROW								ROW-70' min.; Access Control-Partial; Parking Restrictions-None. Utility adj. required incl. prep. work.
CONST (CODE) X081 6201		"Meadow Creek Bridge Section"	0.07	221,000	198,900	22,100		
PROJECT TOTALS			0.07	221,000	198,900	22,100		

APPROVED BY

APPROVAL DATES

REMARKS

IM 50-1-70, PPM 50-9, FHPM 7-7-2 and FHPM 7-7-5 requirements complied with under preliminary engineering project ROS-000S(3), Item No. 5, which was approved by the FHWA on 12/5/74.

NOTE: This project is in Congressional District No. 2.

-OVER-

MEADOW CREEK BRIDGE SECTION

PROJECT NO. ROS-31-052(1)

REMARKS - continued.

Existing Facility:

Roadway - - - 20' bituminous surfaced roadway with 2' shoulders.
Structure - - Meadow Creek; Br. No. 3501; Timber beam span; L. 103'; H.C. 25'-3"; H-15 loading.

Adjacent Sections: Roadway same as described under existing facility.

Project Data: The work, on improved alignment, consists of (1) removal of existing structure; (2) constructing one prestressed concrete box beam bridge (Br. No. 3501A) 93 feet long with horizontal clearance of 35 feet 6 inches; (3) grade, drain and high-type pave approach roadways at both ends of bridge (approx. 0.05 mi.) to provide two 12-foot lanes with 4-foot paved shoulders; (4) constructing channel change; (5) placing riprap; (6) installing guardrail; (7) and incidental work common to this type of project.

Exceptions to Minimum Standards: None.

Data for PR-37:

Bridge Type Code X081 - - - - - - - - - - - - Est. Cost $125,000
Roadway Type Code 6201 - - - - - - - - - - - Est. Cost $ 96,000

MEADOW CREEK BRIDGE SECTION

PROJECT NO. ROS-31-052(1)

REMARKS - continued.

Existing Facility:

Roadway - - - 20' bituminous surfaced roadway with 2' shoulders.
Structure - - Meadow Creek; Br. No. 3501; Timber beam span; L. 103'; H.C. 25'-3"; H-15 loading.

Adjacent Sections: Roadway same as described under existing facility.

Project Data: The work, on improved alignment, consists of (1) removal of existing structure; (2) constructing one prestressed concrete box beam bridge (Br. No. 3501A) 93 feet long with horizontal clearance of 35 feet 6 inches; (3) grade, drain and high-type pave approach roadways at both ends of bridge (approx. 0.05 mi.) to provide two 12-foot lanes with 4-foot paved shoulders; (4) constructing channel change; (5) placing riprap; (6) installing guardrail; (7) and incidental work common to this type of project.

Exceptions to Minimum Standards: None.

Data for PR-37:

Bridge Type Code X081 - - - - - - - - - - - - Est. Cost $125,000
Roadway Type Code 6201 - - - - - - - - - - - Est. Cost $ 96,000

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO E.O.

FORM PR-1 (REV. 4-61)

7-21-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

Budget Bureau No. 41-R265.5

CARD															
2	REPORT NUMBER (1-10) 1 (11-20)	PROJECT LOCATION (45 typewriter spaces) (21-65) SR 244, 12 mi. S.W. of Hilgard, S.W. 0.07 mi.		ADT	PRESENT 400 DHV-65	FUTURE 600 (66-69)	YEAR (70-71) 95 (72-73)	REGION 10	STATE NAME Oregon						
3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) (28-62) Gr., Dr., H.T. Pave, & One Bridge		NATL. FOREST (63-64)	FH ROUTE NO. (65-68)	SUPV AGCY (69-70)	DA CLASSIF. (74)	DA AREA (75)	EMERG. YR. (72-73)	PL. AUTH YR (74-75)	PROJECT NUMBER PREFIX LETTER(S) (14-22) ROS-	NUMBER (7) 31-052				
4	CLASS OF FEDERAL FUNDS (17-31) (Section 210) Elimination of Roadside Obstacles							COUNTY NAME Union							
	NAME OF URBAN AREA - - -							ROUTE NO. S	FEDERAL-AID (32-36) 31-052	STATE (96-97) 341	U.S. - - -				

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
	1 (1-4 & 5)	(16)	41	42	43-46	88		(34-38)	(39-44)	(67-70)		
5					PE		SR 244, 12 mi. S.W. of Hilgard, S.W. 0.07 mi.					
5					ROW							
5					CONST (CODE) X081 6201		"Meadow Creek Bridge Section"	0.07	221,000	198,900	22,100	
							PROJECT TOTALS	0.07	221,000	198,900	22,100	

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(114) (121-124) (128)

REMARKS

IM 50-1-70, PPM 50-9, FHPM 7-7-2 and FHPM 7-7-5 requirements complied with u
engineering project ROS-0005(3), Item No. 5, which was approved by the FHW
NOTE: This project is in Congressional District No. 2.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1965

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

7-21-75

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 244, 12 mi. S.W. of Hilgard, S.W. 0.07 mi.		400 DHV-65	600	95	10	Oregon	41	144	14

PROPOSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. PROJECT NO. POST no. DESIG.
.T. Pave, & One Bridge								ROS-	31-052	(1)	

FUNDS: (Section 210) Elimination of Roadside Obstacles

COUNTY NAME: Union 68OE

AREA: - - -

ROUTE NO. S | FEDERAL-AID 31-052 | STATE 341 | U.S. - - -

PROGRAM STAGE: [ ] 1 OR [X]

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		SR 244, 12 mi. S.W. of Hilgard, S.W. 0.07 mi.						Construct one pre-stressed box beam br. (L 93'). Gr., dr., H.T. pave approach roadways at both ends of bridge to provide 2-12' lanes with 4' shldrs.
ROW								
CONST (CODE) X081 6201		"Meadow Creek Bridge Section"	0.07	221,000	198,900	22,100		ROW-70' min.; Access Control-Partial; Parking Restrictions-None. Utility adj. required incl. prep. work.
		PROJECT TOTALS	0.07	221,000	198,900	22,100		

PREPARED BY

PROGRAM APPROVAL DATES

REMARKS

IM 50-1-70, PPM 50-9, FHPM 7-7-2 and FHPM 7-7-5 requirements complied with under preliminary engineering project ROS-000S(3), Item No. 5, which was approved by the FHWA on 12/5/74.

NOTE: This project is in Congressional District No. 2.

-OVER-

MEADOW CREEK BRIDGE SECTION

PROJECT NO. ROS-31-052(1)

REMARKS - continued.

Existing Facility:

Roadway - - - 20' bituminous surfaced roadway with 2' shoulders.
Structure - - Meadow Creek; Br. No. 3501; Timber beam span; L. 103'; H.C. 25'-3"; H-15 loading.

Adjacent Sections: Roadway same as described under existing facility.

Project Data: The work, on improved alignment, consists of (1) removal of existing structure; (2) constructing one prestressed concrete box beam bridge (Br. No. 3501A) 93 feet long with horizontal clearance of 35 feet 6 inches; (3) grade, drain and high-type pave approach roadways at both ends of bridge (approx. 0.05 mi.) to provide two 12-foot lanes with 4-foot paved shoulders; (4) constructing channel change; (5) placing riprap; (6) installing guardrail; (7) and incidental work common to this type of project.

Exceptions to Minimum Standards: None.

Data for PR-37:

Bridge Type Code X081 - - - - - - - - - - - - Est. Cost $125,000
Roadway Type Code 6201 - - - - - - - - - - - Est. Cost $ 96,000

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

7-21-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER: 1 (19)(20)	PROJECT LOCATION (45 typewriter spaces): SR 244, 12 mi. S.W. of Hilgard, S.W. 0.07 mi. 21 68	ADT	PRESENT: 400 DHV-65	FUTURE: 600 (69)(70)	YEAR: 95 (71)(72)	REGION: 10	STATE NAME: Oregon			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): Gr., Dr., H.T. Pave, & One Bridge 28 42	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(76)	PROJECT NUMBER — PREFIX LETTER(S): ROS- (14 23)	NUMBER: 31-052 (7)	
CARD 4	CLASS OF FEDERAL FUNDS: (Section 210) Elimination of Roadside Obstacles								COUNTY NAME: Union		
	NAME OF URBAN AREA: - - - (17-31)								ROUTE NO. S	FEDERAL-AID: 31-052 (32)	STATE: 341 (36)(37) U.S. - - -

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS	WORK: TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-18)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		SR 244, 12 mi. S.W. of Hilgard, S.W. 0.07 mi.					
5					ROW							
5					CONST (CODE) X081 6201		"Meadow Creek Bridge Section"	0.07	221,000	198,900	22,100	
								0.07	221,000	198,900	22,100	

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16) (23)(24) (39) REMARKS

IM 50-1-70, PPM 50-9, FHPM 7-7-2 and FHPM 7-7-5 requirements complied with
engineering project ROS-0005(3), Item No. 5, which was approved by the FH
NOTE: This project is in Congressional District No. 2.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1976

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

7-21-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
244, 12 mi. S.W. of Hilgard, S.W. 0.07 mi.	ADT	400 DHV-65	600	95	10	Oregon	41	144	14

TYPE WORK (35 typewriter spaces)	NAT'L. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR.	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Project Only: POST HI. DESIG.
Pave, & One Bridge								ROS-	31-052	(1)	

(Section 210) Elimination of Roadside Obstacles

COUNTY NAME: Union — CODE: 061

PROGRAM STAGE: 1 OR X

ROUTE NO. S — FEDERAL-AID: 31-052 — STATE: 341 — U.S.: - - -

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		SR 244, 12 mi. S.W. of Hilgard, S.W. 0.07 mi.						Construct one pre-stressed box beam br. (L 93'). Gr., dr., H.T. pave approach roadways at both ends of bridge to provide 2-12' lanes with 4' shldrs.
OW								
ONST (CODE) 081 201		"Meadow Creek Bridge Section"	0.07	221,000	198,900	22,100		ROW-70' min.; Access Control-Partial; Parking Restrictions-None. Utility adj. required incl. prep. work.
		PROJECT TOTALS	0.07	221,000	198,900	22,100		

APPROVAL DATES

REMARKS

IM 50-1-70, PPM 50-9, FHPM 7-7-2 and FHPM 7-7-5 requirements complied with under preliminary engineering project ROS-000S(3), Item No. 5, which was approved by the FHWA on 12/5/74.
NOTE: This project is in Congressional District No. 2.

-OVER-

MEADOW CREEK BRIDGE SECTION

PROJECT NO. ROS-31-052(1)

REMARKS - continued.

Existing Facility:

Roadway - - - 20' bituminous surfaced roadway with 2' shoulders.
Structure - - Meadow Creek; Br. No. 3501; Timber beam span; L. 103'; H.C. 25'-3"; H-15 loading.

Adjacent Sections: Roadway same as described under existing facility.

Project Data: The work, on improved alignment, consists of (1) removal of existing structure; (2) constructing one prestressed concrete box beam bridge (Br. No. 3501A) 93 feet long with horizontal clearance of 35 feet 6 inches; (3) grade, drain and high-type pave approach roadways at both ends of bridge (approx. 0.05 mi.) to provide two 12-foot lanes with 4-foot paved shoulders; (4) constructing channel change; (5) placing riprap; (6) installing guardrail; (7) and incidental work common to this type of project.

Exceptions to Minimum Standards: None.

Data for PR-37:

Bridge Type Code X081 - - - - - - - - - - - - Est. Cost $125,000
Roadway Type Code 6201 - - - - - - - - - - - Est. Cost $ 96,000

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections
2A	Stage Construction
2B	Material Source & Summary
2C	Temporary Protection & Direction of Traffic
3	Plan & Profile

STATE OF OREGON

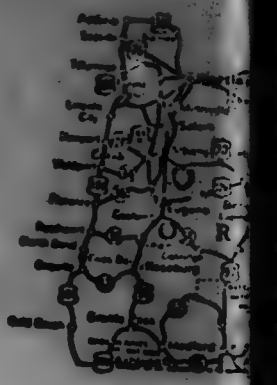
STATE HIGHWAY DIVISION

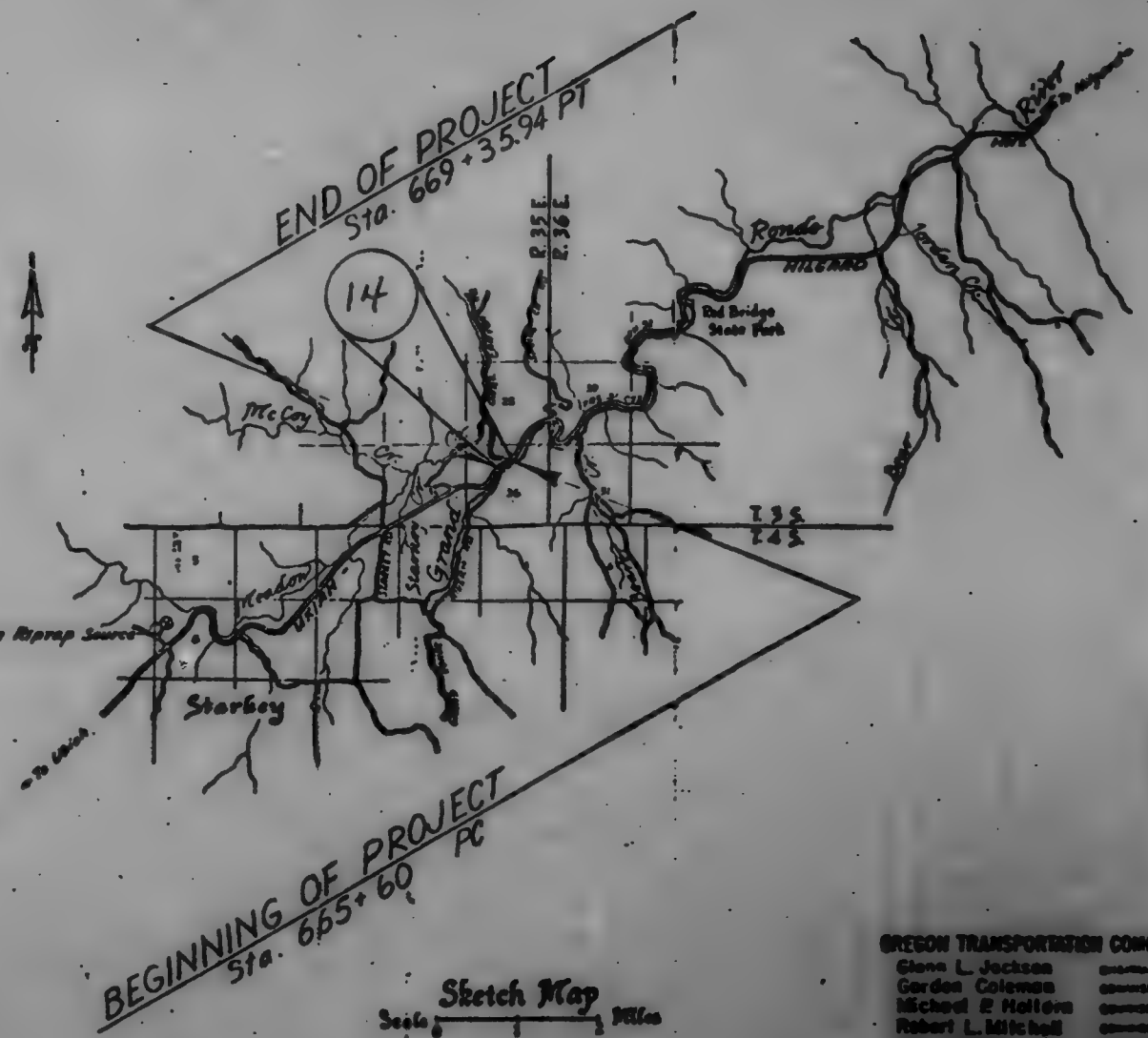
PLANS FOR PROPOSED PROJECT

MEADOW CREEK BRIDGE SECTION

UKIAH - HILGARD HIGHWAY

UNION COUNTY





OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hallock	COMMISSIONER
Robert L. Mitchell	COMMISSIONER
Tom Walsh	COMMISSIONER
George M. Bullock	DIRECTOR OF TRANSPORTATION

Fred B

E. S. H

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MEADOW CREEK BRIDGE SECTION UKIAH-HILGARD HIGHWAY UNION COUNTY				SHEET NO. 1
FED ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS IN SET
10	OREGON			

RO

STATE OF OREGON

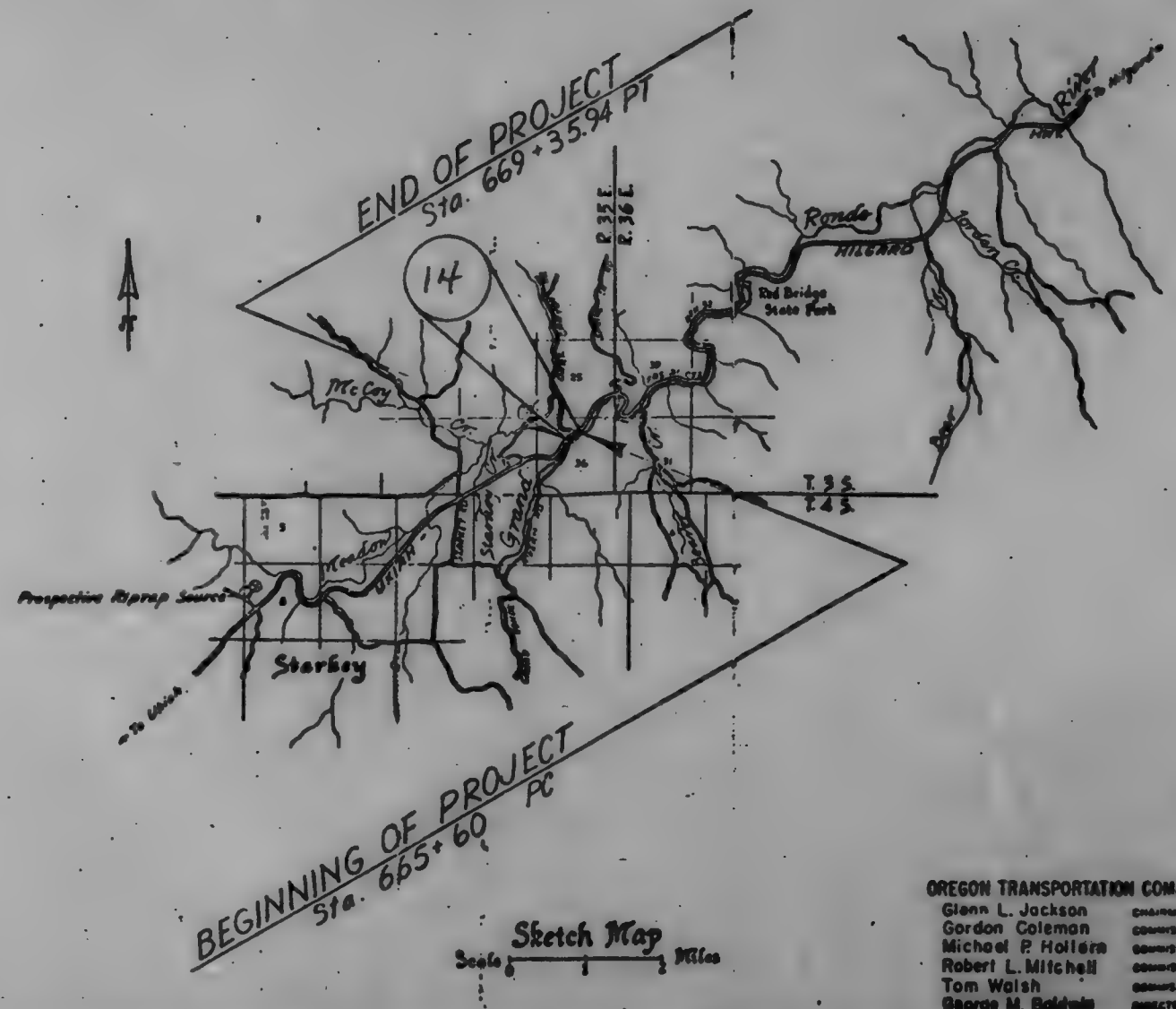
STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

MEADOW CREEK BRIDGE SECTION

UKIAH - HILGARD HIGHWAY

UNION COUNTY



OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Robert L. Mitchell	COMMISSIONER
Tom Walsh	COMMISSIONER
George M. Baldwin	DIRECTOR OF TRANSPORTATION

Fred B. Klobee — ADMINISTRATOR AND HIGHWAY ENGINEER

E. S. Hunter — DEPUTY HIGHWAY ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
DIVISION ENGINEER — DATE

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections
2A	Stage Construction
2B	Material Source & Summary
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3	Plan & Profile

STATE OF OREGON

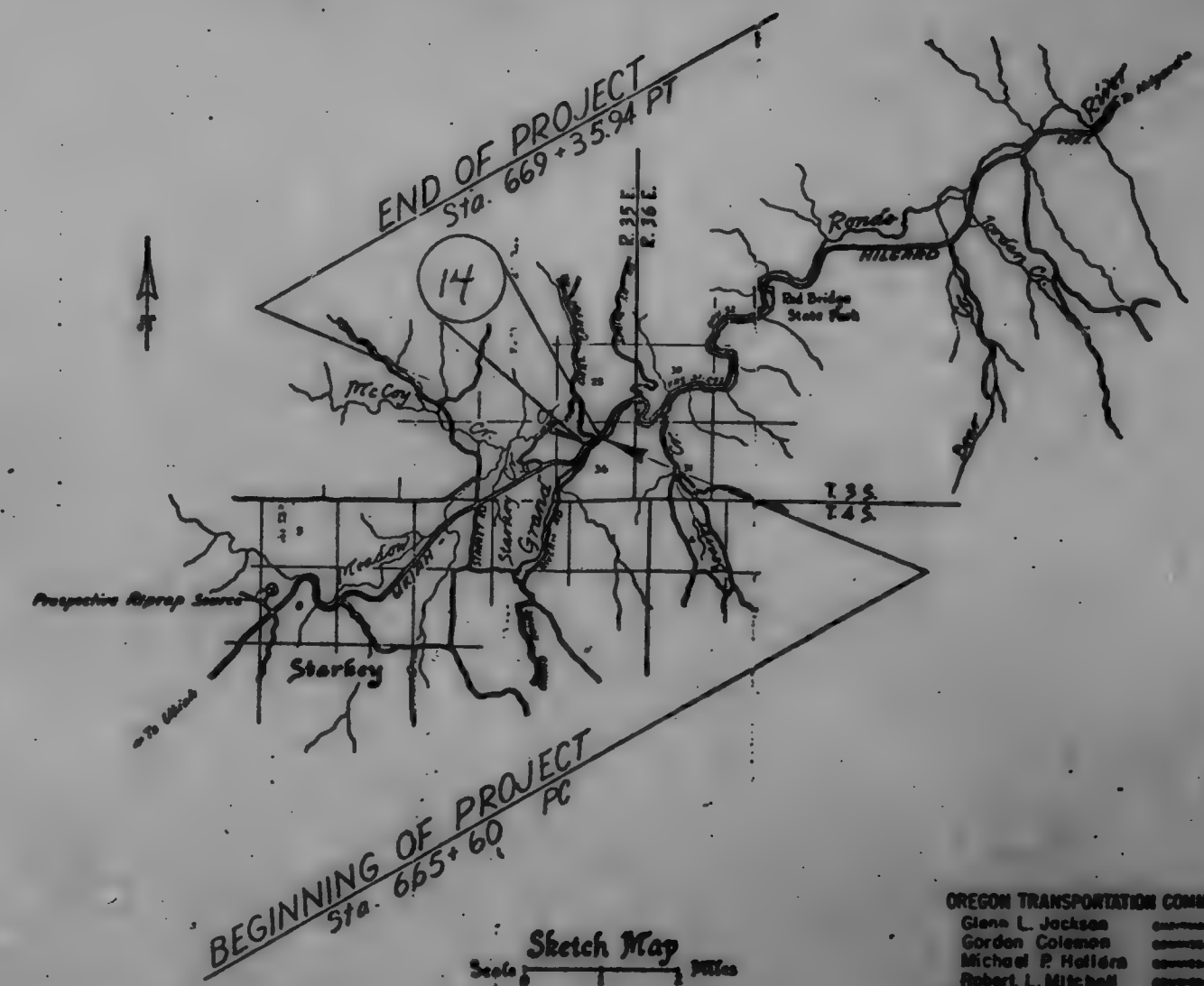
STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

MEADOW CREEK BRIDGE SECTION

UKIAH - HILGARD HIGHWAY

UNION COUNTY



Sketch Map

Scale 0 1 2 Miles

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Halleran	COMMISSIONER
Robert L. Mitchell	COMMISSIONER
Tom Walsh	COMMISSIONER
George M. Baldwin	DIRECTOR OF TRANSPORTATION

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MEADOW CREEK BRIDGE SECTION UKIAH-HILGARD HIGHWAY UNION COUNTY				SHEET NO. 1
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			NO.

RO

STATE OF OREGON

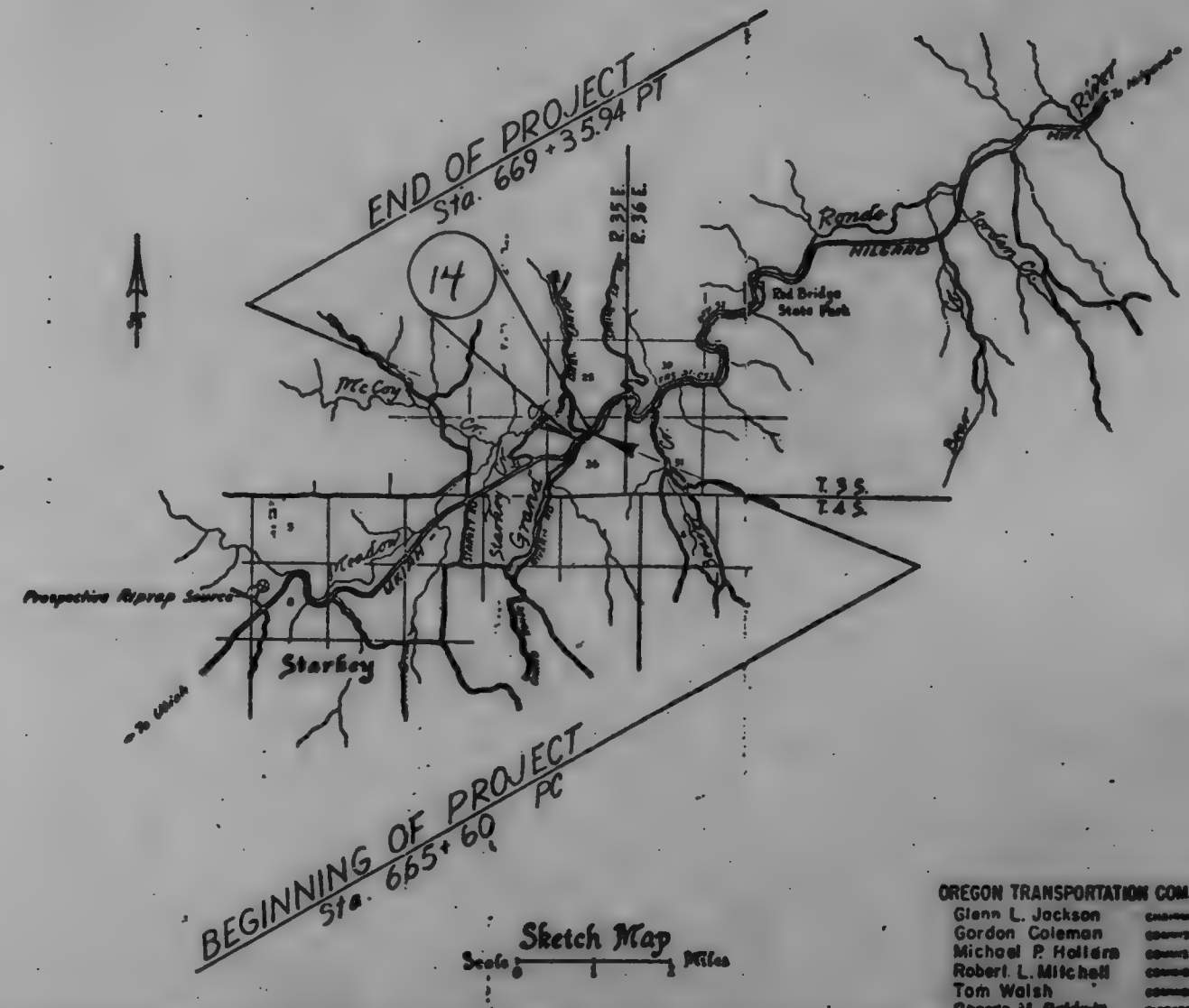
STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

MEADOW CREEK BRIDGE SECTION

UKIAH - HILGARD HIGHWAY

UNION COUNTY



Sketch Map

Scale 0 1 2 Miles

Fred B. Klaber — ADMINISTRATOR AND HIGHWAY ENGINEER

E. S. Hunter — DEPUTY HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hallern	COMMISSIONER
Robert L. Mitchell	COMMISSIONER
Tom Walsh	COMMISSIONER
George M. Baldwin	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

PROJECT ENGINEER — DATE

- 8631

~~PRO 6-3~~

July 21, 1975

TO G. L. Groom, Division Engineer
Federal Highway Administration

FROM L. W. Sulfen
Project Management Engineer

SUBJECT Program Data Submission
Project No. RDS-31-062(1)

We are submitting program data for one project, Item No. 14, Project No. RDS-31-062(1), "Meadow Creek Bridge Section", which we desire to have included in the Elimination of Roadside Obstacles Program under Section 210 of Title II as established by the Federal-Aid Act of 1973.

It is our present intention to receive bids for this project on August 28, 1975.

Enclosed is one copy of the narrative, sketch map and pictures prepared by our Traffic Section for this project accompanied with copies of letters, concerning the existing bridge, from U.S. Dept. of Agriculture and Boise Cascade Timber & Building Products Division.

JS:bz
Enclosures

Budget Bureau No. 41-R2057

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 4-61)

7-21-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S.

CARD															
2	REPORT NUMBER (18)(20): 1	PROJECT LOCATION (45 typewriter spaces) (21-66): SR 244, 12 mi. S.W. of Hilgard, S.W. 0.07 mi.	ADT	PRESENT: 400 DHV-65	FUTURE (66)(70): 600	YEAR (71)(72): 95	REGION: 10	STATE NAME: Oregon							
3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) (26-62): Gr., Dr., H.T. Pave, & One Bridge	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(69)	SUPV. DIST. (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER: PREFIX LETTER(S) (14-28): ROS-	NUMBER (28-37): 31-052					
4	CLASS OF FEDERAL FUNDS: (Section 210) Elimination of Roadside Obstacles						COUNTY NAME: Union (68) (114)								
	NAME OF URBAN AREA (17-31): - - -						ROUTE NO.: S	FEDERAL-AID: 31-052 (38)	STATE: 341 (96)(97)	U.S.: - - -					

CARD 5	LINE NO. (114-118)	CHANGE CODE (116)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43-46)	STEP (53)	TERMINI (Full description)	MILES (54-58)	TOTAL ESTIMATED COST (59-66)	FEDERAL FUNDS (67-70)	STATE FUNDS	OTHER FUNDS
5					PE		SR 244, 12 mi. S.W. of Hilgard, S.W. 0.07 mi.					
5					ROW							
5					CONST (CODE) X081 6201		"Meadow Creek Bridge Section"	0.07	221,000	198,900	22,100	
							PROJECT TOTALS	0.07	221,000	198,900	22,100	

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16) (23)(24) (29) REMARKS

IM 50-1-70, PPM 50-9, FHPM 7-7-2 and FHPM 7-7-5 requirements complied with u
engineering project ROS-0005(3), Item No. 5, which was approved by the FHW
NOTE: This project is in Congressional District No. 2.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1975

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

7-21-75

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 244, 12 mi. S.W. of Hilgard, S.W. 0.07 mi.	ADT	400 DHV-65	600	95	10	Oregon	41	144	14

PROPOSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV. AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI., DESIG.
. Pave, & One Bridge								ROS-	31-052	(1)	

FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
(Section 210) Elimination of Roadside Obstacles	Union	061	1 OR X 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	31-052	341	- - -

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		SR 244, 12 mi. S.W. of Hilgard, S.W. 0.07 mi.						Construct one pre-stressed box beam br. (L 93'). Gr., dr., H.T. pave approach roadways at both ends of bridge to provide 2-12' lanes with 4' shldrs.
ROW								ROW-70' min.; Access Control-Partial; Parking Restrictions-None. Utility adj. required incl. prep. work.
CONST (CODE) X081 6201		"Meadow Creek Bridge Section"	0.07	221,000	198,900	22,100		
PROJECT TOTALS			0.07	221,000	198,900	22,100		

APPROVAL DATES

REMARKS

IM 50-1-70, PPM 50-9, FHPM 7-7-2 and FHPM 7-7-5 requirements complied with under preliminary engineering project ROS-000S(3), Item No. 5, which was approved by the FHWA on 12/5/74.

NOTE: This project is in Congressional District No. 2.

-OVER-

USCOMM DUSCOMM-DC 68903-P61

MEADOW CREEK BRIDGE SECTION

PROJECT NO. ROS-31-052(1)

REMARKS - continued.

Existing Facility:

Roadway - - - 20' bituminous surfaced roadway with 2' shoulders.
Structure - - Meadow Creek; Br. No. 3501; Timber beam span; L. 103'; H.C. 25'-3"; H-15 loading.

Adjacent Sections: Roadway same as described under existing facility.

Project Data: The work, on improved alignment, consists of (1) removal of existing structure; (2) constructing one prestressed concrete box beam bridge (Br. No. 3501A) 93 feet long with horizontal clearance of 35 feet 6 inches; (3) grade, drain and high-type pave approach roadways at both ends of bridge (approx. 0.05 mi.) to provide two 12-foot lanes with 4-foot paved shoulders; (4) constructing channel change; (5) placing riprap; (6) installing guardrail; (7) and incidental work common to this type of project.

Exceptions to Minimum Standards: None.

Data for PR-37:

Bridge Type Code X081 - - - - - - - - - - - - Est. Cost $125,000
Roadway Type Code 6201 - - - - - - - - - - - Est. Cost $ 96,000

8L31

8

WILDLIFE COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
FRANK A. MOORE, Chairman
DAN CALLAGHAN, Member
MRS. ALLEN BATEMAN, Member
ALLAN L. KELLY, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

January 2, 1975

cc's 1-6-75

E.S. Hunter
L.W. Rutten
W.J. Hart
C.G. Swenson
F.E. Terpin (3)
W.E. Schwartz (2)
C.O. Fredrickson (4)

RECEIVED
JAN 7 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. Victor D. Wolfe
Location Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Wolfe:

RE: Murphy Hill-Fort Hill Road Section
Salmon River Highway, Polk County

Woodburn-Mt. Angel Section
Hillsboro-Silverton Highway, Marion County

Meadow Creek Bridge
Ukiah-Hilgard, Union County

The Wildlife Commission staff has reviewed the prospectuses listed above and due to natural resources in project areas we would welcome the opportunity to become involved in future planning. All three projects involve fish producing streams and normal consideration for fish habitat, fish passage, turbidity and revegetation should be utilized to minimize adverse impacts.

The Murphy Hill-Fort Hill Road Section may involve a mineral spring utilized by band-tailed pigeon. Mineral springs are a key element to this wildlife species and special considerations should be made to protect this feature.

If we can be of any other assistance, please call.

RECEIVED
JAN 6 1975
LOCATION
SECTION

Sincerely,

NOTED
E. S HUNTER

Jim Lauman

Jim Lauman, Biologist
Environmental Management Section

cc Fish Commission of Oregon
Division of State Lands

8631

9

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS
JOSEPH I. EOFF
Chairman
JACK F. SHIELDS
Vice Chairman
McKEE A. SMITH
Member
THOMAS E. KRUSE
State Fisheries Director

cc 1-1-75

E.S. Hunter
L.W. Rullen
W.J. Hart
C.G. Swenson
F.E. Terpin (3)
W.E. Schwartz (2)
C.O. Fredrickson (4)

NOTED
E. S. HUNTER

December 30, 1974

Mr. Victor D. Wolfe
Location Engineer
State Highway Division
Highway Building
Salem, Oregon 97310

RECEIVED
JAN 2 1975
LOCATION
SECTION

Dear Mr. Wolfe:

MURPHY HILL-FORT HILL ROAD SECTION
SALMON RIVER HIGHWAY, POLK COUNTY

WOODBURN-MOUNT ANGEL SECTION
HILLSBORO-SILVERTON HIGHWAY, MARION COUNTY

MEADOW CREEK BRIDGE
UKIAH-HILGARD HIGHWAY, UNION COUNTY

The following are our comments on the above titled proposal projects transmitted to us by your letter dated December 13, 1974:

1. The South Yamhill River supports anadromous fish. Therefore, we request that the work period in the stream be confined to the period of July 1-September 15.

2. Bocker Creek and Zollner Creek have little known fish production, but contribute to the overall fishery values in the Pudding River system. Thus, water quality standards in these streams should be maintained so as to not impact downstream areas.

3. Work in the stream at the Meadow Creek crossing should be confined to the period July 1-November 30.

O'Mills
C. O. Fredrickson

RECEIVED
JAN 3 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Contractors should be encouraged to minimize river bed disturbances even during allowable work periods as massive upheaval of river bed material creates long term nonproductivity in the disturbed areas as well as affecting pools or riffles in other areas by changing flow characteristics of the stream.

Sincerely,

Burt Carnegie ek

BURT CARNEGIE
FISH PASSAGE SPECIALIST

cc Oregon Wildlife Commission

E631

PREFIX: 131-1916

12-12-74

LOCATION PROSPECTUS
MEADOW CREEK BRIDGE
UKIAH-HILGARD HIGHWAY
UNION COUNTY

HIGHWAY: Ukiah-Hilgard State Secondary No. 341, Federal Aid Secondary No. 31-052.

TERMINI: The westerly terminus is M.P. 35.07 which is 0.10 mile west of Meadow Creek Bridge. The easterly terminus is M.P. 35.27 which is 0.02 mile east of the intersection of Grande Ronde River Road with the Ukiah-Hilgard Highway.

LENGTH: 0.20 mile.

PROGRAM: Title II, Sec. 210.

NARRATIVE: This survey is for a bridge vicinity map, for construction of a new structure with possible realignment and channel change. Soils investigation will be conducted. Drainage problems are not anticipated. However, investigations will be made of past high water data to see if the design of this project will be affected. An economic analysis is not needed at this time.

CHARACTERISTICS: Present ADT 350, projected ADT 490.

STANDARDS: Class D deviations from State or AASHTO standards are not anticipated.

TYPICAL SECTION: Two 12-foot travel lanes with 4-foot shoulders.

ACCESS: No change in status is anticipated.

STRUCTURE: This will be a 32-foot structure.

BASE DESIGN: To be determined upon completion of soils investigation.

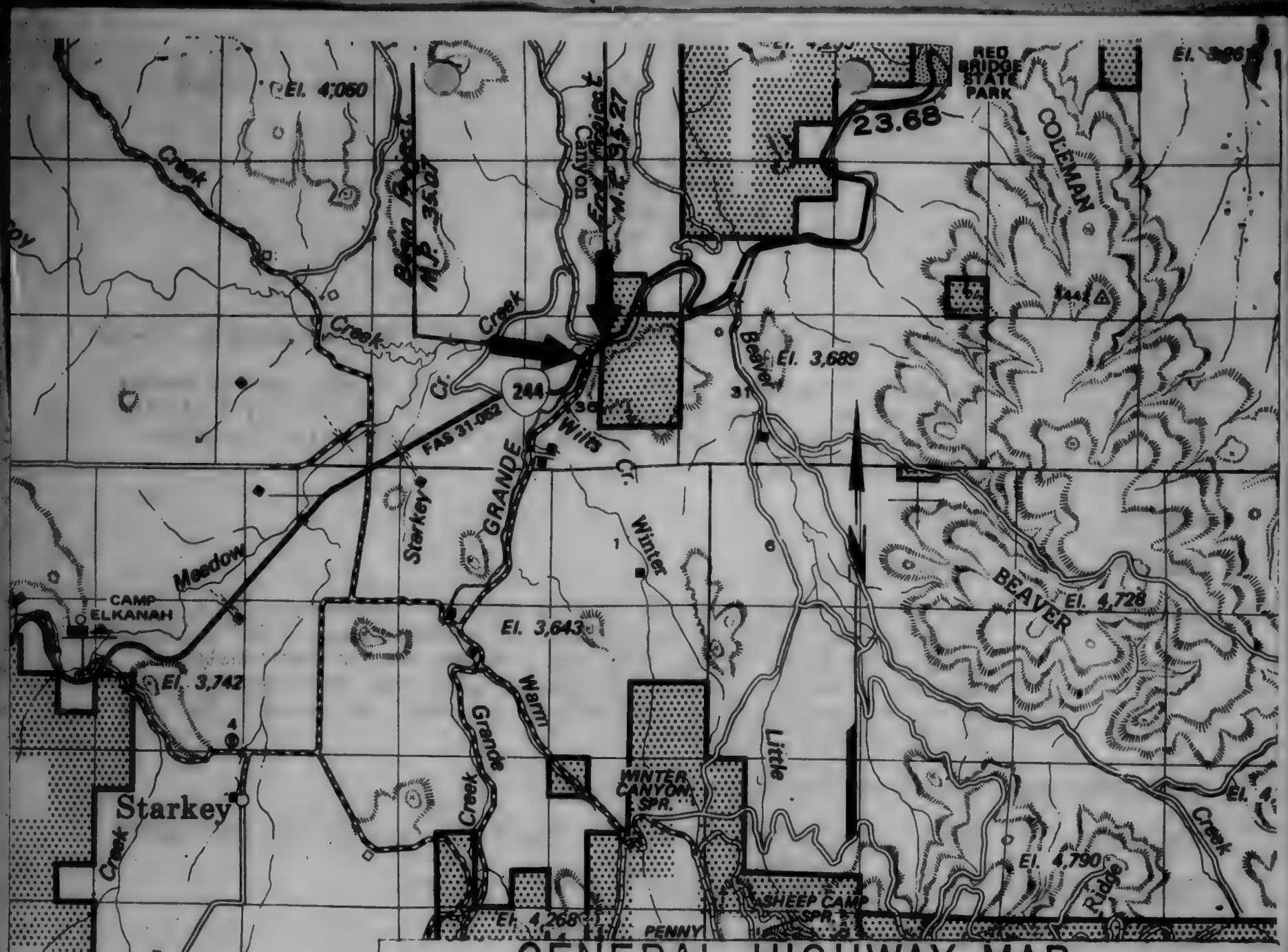
MATERIAL SOURCE: Suitable material will be located during the survey and referenced to the project.

ADDITIONAL FACILITIES: None

AGREEMENTS: Union County. Also, an opportunity for a public hearing will be offered.

PARKS: None

Attachment
December 12, 1974



GENERAL HIGHWAY MAP

UNION COUNTY

OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DIVISION

IN COOPERATION WITH THE

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SCALE 1 : 62500

1 0 1 2 3 4 MILES

1 0 1 2 3 4 5 6 KILOMETERS

1974

Polyconic Projection
Plane Coordinate on Lambert Projection
Oregon North Zone in Thousands of Feet

cc: Oregon Wildlife Commission
Fish Commission of Oregon
Federal Highway Administration (3)
W. E. Schwartz (6)
A. E. Johnson
E. S. Hunter
R. L. Schroeder
J. B. Boyd (3)
L. E. George
W. J. Hart (3)
C. T. Keasey
D. H. Moehring
L. W. Rulien
J. H. Versteeg
V. D. Wolfe
J. M. Cartwright (3)
H. S. Cox (2)
B. L. Gifford
Gary Potter (4)
A. D. Olson
R. E. Olson
J. A. Rowland
R. E. Royer
D. E. Swan
C. G. Swenson
F. E. Terpin
F. W. Yarbrough (3)

NOTED
E. S. HUNTER

RECEIVED
DEC 13 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1923 Wolf Creek Inn in Wolf Cr., 1977
20 miles north of Grants Pass
(Building restoration)

C1Q 5564 # 5565 — 1-15-76

~~C1Q — 6004~~

~~C1Q — 6004~~

C1Q 6679 — 4-26-78

8633

STATE OF OREGON

INTEROFFICE MEMO

Parks Design & Engineering (DEPT.) 378-5015 (TELEPHONE)

DATE: June 20, 1979

TO: Alfred Shirley
Region 3 Engineer

FROM: Larry Jacobson, Assistant
State Parks Superintendent

SUBJECT: Wolf Creek Construction Administration

copy
Per 7-1
#8742

This is to let you know of our appreciation for the dedication and quality of service received from Bob Johnson in administering the various construction contracts at Wolf Creek Tavern. It was not an easy project to administer, with the multitude of types of contracts, design consultants, EDA funding, adaptation to building codes, and many other items. Bob did a nice job in keeping things on the right track and coordinating the various parties involved. Without his interest and diligent effort, the overall project could have been a nightmare.

The Wolf Creek Tavern is now operating and appears to be on a reasonably successful schedule. Much of this can be attributed to Bob's involvement in the project. For this we are very appreciative.

LJ:al

cc: Bob Johnson -- Thank you very much!
Dave Talbot
Warren Gaskill
Dave Powers
Carl Hobson
Fred Klaboe
Scott Coulter

RECEIVED
DOT DIRECTOR
JUN 22 '79
REFER TO
FOR
Info
Signature
R/D
D/R
File
NOTED

May 8, 1979

United Pacific Insurance Co.
P. O. Box 1788
Eugene, OR 97401

[redacted]

Contract No. 8633 awarded to J. B. Steel, Inc. for building restoration of the Wolf Creek Inn in Josephine County was completed on October 11, 1978, and accepted by the State Highway Engineer on May 7, 1979.

Final payment in the amount of $1,000 will be released to the contractor after May 14, 1979. The total contract amount is $558,383.45 including $2,934.92 for work performed under force account.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

C. W. Head
[redacted]

kkr
cc: United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

J. B. Steel, Inc.
190 N. Ross Lane
Medford, OR 97501

bc: C. T. Kassey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
Alfred Shirley

FORM 81-734-2020

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR

May 2, 1978

FROM: C. T. Keasey for R. D. Church
Ass't. State Highway Engineer

SUBJECT: Highway Project Acceptance

TO: H. S. Coulter
State Highway Engineer

Contract 8633, Work Completed October 11, 1978

Project Wolf Creek Inn

Highway ----

County Josephine

Type of Work Building Restoration

Contractor J. B. Steel, Inc.

Recommended Acceptance Date May 7, 1979

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:mk

cc: Walter Hart
R. D. Church

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
Date 5/5/79

Letter sent to surety on 5-8-79 by Karen.

pd

NOTED
C. W. HEAD

#8633

9

Department of Transportation

PARKS AND RECREATION BRANCH

525 TRADE STREET S.E., SALEM, OREGON 97310

February 8, 1979

Mr. Donald L. Gould
LPW Division
Economic Development Administration
1700 Westlake Avenue North
Seattle, WA 98109

Subject: EDA Project No. 07-51-32766
Wolf Creek Tavern

Dear Mr. Gould:

We are in receipt of your letter dated February 1, 1979 concerning completion of the subject project.

This project was constructed in three stages. The first two stages were completed during the Fall of 1978. The third stage, which involves furnishing and installing the kitchen equipment, is nearing completion. At the completion of the last stage we will make the submittals as outlined in your letter.

Very truly yours,

Larry B. Jacobson, Assistant
State Parks Superintendent

LBJ:al

bc: F.B. Klaboe
V.E. Skoog

RECEIVED
DOT DIRECTOR
FEB 12 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
F. B. KLABOE

#8633

November 16, 1978

J. B. Scott, Inc.
Post Office Box 609
Medford, OR 97501

Gentlemen:

Time Extension, Contract No. 8633
Wolf Creek Inn, Josephine County

Your request for a time extension on Contract No. 8633, Wolf Creek Inn, has been given careful consideration and review.

A 41-day calendar day increase is hereby granted which will revise the specified completion to October 11, 1978. Considerations in granting this extension were extra work, material submittal delays and holdup due to an electrical conflict. This time extension will eliminate all liquidated damages.

Sincerely,

H. S. Coulter
State Highway Engineer

CRJ:DA:fr ia

bc C. T. Keasey
Alfred Shirley, Jr.
Robert Church
A. W. Bates
Richard Hacek

Form 81-784-5080

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November [illegible], 1978

FILE: CON 5 #8633

Warren Richards

FROM: O. B. Jackmond
for Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Wolf Creek Inn
Josephine County
Contract No. 8633

J. B. Steel, Inc., contractor on the subject project, requests a 42-day increase in the specified time in which to complete this project. The contractor has cited extra work, material delays and work delays due to electrical inspections as basis for his request. Pertinent information is as follows:

Date of award	November 22, 1977
Work began	December 9, 1977
Specified completion	August 31, 1978
Completion date	October 11, 1978 (excess time of 41 days)

The contractor has claimed two weeks delay for work on the basement walls (Price Agreements 1 and 2), two weeks to replace rotten beams, one week delay to resolve electrical controversy, delays in receiving fan coil units which had not been received at the time of his request and one week for extra work on fireplaces (Price Agreements 4 and 6).

Price Agreements 1 and 2 required construction of a new basement wall and footing. This work was performed during the period January 9 through January 30 and contributed an overall delay to the project of 11 calendar days.

Fireplaces required repair work and painting. This work was covered by P.A. 6 and part of P.A. 4. The contractor spent seven workdays doing this work and this time should be returned to him.

There was other change order work which delayed the project, but was not claimed by the contractor. This work was considered the major activity on the project and the time required to perform the work should be returned to the contractor. This work includes the installation of a smoke detector system and two additional doors covered by Price Agreement 4. Five days were required to perform this work. P.A. 5 covered the installation of T.V. jacks which required an additional two days work. Reinstallation of a different water closet bowl, installing dumb waiter covers, painting of window sills and dumb waiter covers and installing a fusible switch was all work covered by P.A. 7. This required an additional five workdays. Two days were required to install a gate for access to a ground mounted transformer (P.A. 8) and an additional two days were spent replumbing, rewiring and painting work required in the kitchen (E.W.O. 3).

Price Agreements 4, 5, 6, 7 and 8 and Extra Work Order 3 account for 23 workdays delay to the project. Expanding (23 x 1.4) this would amount to 32 calendar days which should be returned to the contractor. This, totalled with the 11 calendar days lost due to Price Agreements 1 and 2, would equal 43 calendar days. This would be sufficient time to grant the contractor's request.

Other considerations not necessary in granting this request are materials delay and resolving an electrical controversy.

The materials delay involved the fan coil units. The delay was attributed to an excessively long time in approving the submittals. The submittals were held by our consulting architectural firm some 36 days which appears excessive.

The State Electrical Inspector shut down the contractor's sheet rocking operation for approximately one week until he resolved a controversy with the electrical installation. The contractor's wiring was per the contract plans. A lack of communication between the inspector and his office was the apparent cause of the problem.

It is recommended the contractor be granted a 41 calendar day increase in which to complete the project. The new specified completion date will be October 11, 1978. This will eliminate all liquidated damages.

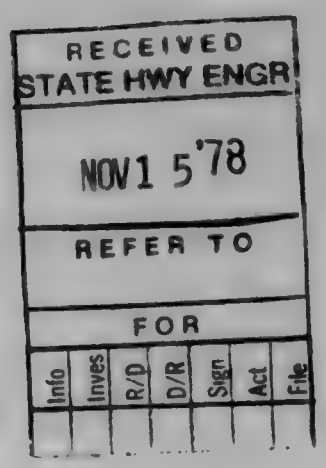
FHWA approval will not be required, as this is an EDA project.

A rough draft letter to the contractor is attached.

OBJ:DA:fr

Att.

cc: Alfred Shirley
A. W. Bates



OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 17 AUG, 1978

Gentlemen:

We, the undersigned, respectfully request ~~an increase in the number of workdays~~ A CHANGE IN DEADLINE DATE JB from 31 AUG 78 days to 12 OCT 78 days, within which to complete our Contract No. E633, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Please see attached copies of letters.

Respectfully submitted,

J.B. STEEL, INC.
Contractor

By [signature]
(President)

CONSENT OF SURETY

Date August 18, 1978

We, United Pacific Insurance Company

P.O. Box 1788, Eugene, OR 97401, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

[signature]
Attorney-in-fact
Patricia C. Boyd

(SEAL)

[signature]
Resident Agent
Yvette Lenz

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8633 Contractor J.B. Steel Inc.

Highway ---

Section Wolf Creek Inn

Kind of Work Building Restoration

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Forty-one (41) additional days due to extra work, material submittal delays, and electrical conflicts.

Recommended for Approval:

Division Engineer

D. B. Jacobsen
For Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

Contract No.	8633
Project designation	EDA (State-Federal)
Date awarded	Nov. 22, 1977
Work started	Dec. 9, 1977
Per cent completed	100 Oct. 11, 12, 1978 (Date)
Specified Completion ~~No. of Workdays Allowed~~	Aug. 31, 1978
Excess Days ~~No. of Workdays~~ Used	41
No. of Added Workdays Requested	41

STP*4206-734

J. B. STEEL, INCORPORATED

Telephone (503) 772-2278
190 North Ross Lane

Post Office Box 4460
Medford, Oregon 97501

August 15, 1978

Oregon State Highway Division
1547 S.E. Jackson Street
Roseburg, Oregon 97470

Attention: Mr. Bob Johnson

Reference: Wolf Creek Inn Restoration
Wolf Creek, Oregon

Dear Sir:

The following is a breakdown on the dates concerning the submittals and orders on the fan coil units for the above captioned project.

ORIGINAL SUBMITTAL:

1.	Transmitted from McLaughlin Plumbing to J.B. Steel, Inc.	January 20, 1978	
2.	Transmitted from J.B. Steel, Inc. to Oregon State Highway Division	January 23, 1978	) 3 DAYS
3.	Transmitted from Oregon State Highway Division to J.B. Steel, Inc.	March 2, 1978	) 38 DAYS
4.	Transmitted from J.B. Steel, Inc. to McLaughlin Plumbing	March 6, 1978	) 4 DAYS

Result: All units rejected.

) 21 DAYS BETWEEN SUBMITTALS

SECOND SUBMITTAL:

1.	Transmitted from McLaughlin Plumbing to J.B. Steel, Inc.	March 27, 1978	
2.	Transmitted from J.B. Steel, Inc. to Oregon State Highway Division	March 27, 1978	
3.	Transmitted from Oregon State Highway Division to J.B. Steel, Inc.	April 18, 1978	) 23 DAYS
4.	Transmitted from J.B. Steel, Inc. to McLaughlin Plumbing	April 19, 1978	) 1 DAY

Result: Approved units - ordered April 19, 1978.

18 DAYS BETWEEN SUBMITTALS

THIRD SUBMITTAL:

1.	Transmitted from McLaughlin Plumbing to J.B. Steel, Inc.	May 5, 1978	
2.	Transmitted from J.B. Steel, Inc. to Oregon State Highway Division	May 5, 1978	
3.	Transmitted from Oregon State Highway Division to J.B. Steel, Inc.	May 23, 1978	) 18 DAYS
4.	Transmitted from J.B. Steel, Inc. to McLaughlin Plumbing	May 25, 1978	) 2 DAYS

Result: All units approved and ordered May 25, 1978.

If you should have any questions regarding these submittals, please don't hesitate to contact our office.

Yours truly,

J.B. STEEL, INC.

Paul Harestad

mb

J. B. STEEL, INCORPORATED

Telephone (503) 772-2278
190 North Ross Lane

Post Office Box 4460
Medford, Oregon 97501

August 11, 1978

Oregon State Highway Division
1547 S.E. Jackson Street
Roseburg, Oregon 97470

Attention: Mr. Bob Johnson

Reference: Wolf Creek Inn Restoration
Wolf Creek, Oregon

Dear Sir:

We are requesting a six (6) week time extension to our contract on the above captioned project, for the following reasons:

1. The extra work we did on the basement walls delayed the rest of the project two (2) weeks.

2. To replace the rotten beams under the building that were not discovered until we began demolition, which took two (2) weeks.

3. The state electrical inspector would not allow us to cover the walls until he had resolved a controversy between Romex vs. conduit electrical installation. That essentially shut us down for one (1) week.

4. Our mechanical sub-contractor is having difficulty in receiving the remaining fan coil units. They are not scheduled for shipment until September 4, 1978.

5. The extra work we did on the fireplaces delayed the job approximately one (1) week.

Your consideration to this request is appreciated. If you should have any questions regarding the above, please don't hesitate to contact our office.

Yours truly,

J.B. STEEL, INC.

John Batzer

mb

McLaughlin Plumbing & Heating Co.

MECHANICAL CONTRACTORS

TELEPHONE 772-5216 2985 CRATER LAKE HWY.

POST OFFICE BOX 340 • MEDFORD, OREGON 97501

August7, 1978

J. B. Steel, Inc.
Post Office Box 4460
Medford, Oregon 97501

Reference: Wolf Creek Inn

Gentlemen:

We have received a notice from our supplier, Enviro-Air Systems, Inc., that the last shipment of fan coil units for referenced project will not leave the factory until September 4, 1978. This delay was caused by the length of time it took to get approval of our submittal data.

We are in the process of installing all the equipment which we have received and will be completed with the entire project, less the units we are short (FCU-3, 4, 13, 14, 6 , 7, 8, and 9), by September 1, 1978.

We are requesting an extension of the completion date for reasons stated above. We expect delivery approximately September 15, 1978 on the balance of the equipment and will require two(2) weeks to install, test and balance system. Our anticipated completion for project is October 1, 1978.

Very truly yours,

McLAUGHLIN PLUMBING & HEATING CO.

R. L. McLaughlin

RLM/s

RECEIVED AUG 9 1978

ENVIRO-AIR SYSTEMS, INC.

PORTLAND, OREGON

MESSAGE

TO McLaughlin Plmb & Heating

DATE 7/24/78

SUBJECT Wolf Creek

Attn: Sylvia

Re: Airtherm shipment - - The ship date is week of 9/4

This late ship date is due to the long time it took to get the approved submittals back from you people. The factory does not start production until all submittals are ok and everything is all set. The boys say they can't get shipment pushed up anymore so I guess that date will hold.

BY Bernadene

REPLY

DATE

RECEIVED AUG 9 1978

SIGNED

Form 81-724-1384 (9-77)

8633

Oregon Department of Transportation
HIGHWAY DIVISION

PROJECT INSPECTION REPORT

Intermediate ☐
Final ☒

Project Name: Wolf Creek Inn				Contract No. 8633
Highway: N/A			County: Josephine	Prefix No. 17-8205
Contract Time Elapsed 100 %	Contract Work Completed 100 %	Contract Work Quality: Good	Contract Work Progress: Complete	F.A. Project No. EDA 07-51-23766 ✓
Inspection date: October 26, 1978		By: James Gix		
In company with: See remarks *				

REMARKS
(Scope of inspection, Findings, Recommendations, Instructions, etc.)

* Jim Gix, Region Costruction Engineer, Highway Division
Dave Powers, Preservation Architect, State Parks
Bobby Johnson, Asst. Resident Engineer, Highway Division
Wallace Willrett, Project Inspector, Highway Division
Dick Aanderud, Architect, Sheldon Eggleston Sax
Dick Burgess, Elect. Engr. & Larrie Astrachan Mech. Engr. of Peterson Assoc. Engrs. Inc
John Batzer, President, J. B. Steel, Inc.
Wayne Slape, Supt., J. B. Steel, Inc.
L. C. McLaughlin, Subcontractor, McLaughlin Plumbing & Heating Co.

Overall appearance of project is very good. Carpentry, painting, electrical, mechanical work all were found to be in substantial compliance with specifications. Recreation of 1880 portion of building was patiently and faithfully completed. An excellent job with a very complex and frustrating project. Project will be acceptable on completion of minor adjustments listed by architects.

(USE ADDITIONAL SHEETS AS REQUIRED)

FINAL INSPECTION CHECKLIST

N/A	Date opened to traffic or in operation
10-11-78	Date of Second Notification
N/A	Date Contractor's notice for semi-final inspection received
10-10-78	Date Contractor removed equipment, plant, etc.
12-10-78	Estimated submittal date of semi-final estimate
10-11-78	Recommended acceptance date of completed contract work

Original to: Construction Engineer
Copy to: Region Engineer
District Engineer
Resident Engineer
Project Mgt. (Final Only) ✓
FHWA (Final F.A. Only)
Project Engineer (If Applicable)

Signed [signature]

Title Region Construction Engineer

NOTED
RICHARD UNRE[illegible]

S

#8633

FORM 01-734-2001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Wolf Creek Inn	WEEK ENDING: October 13, 11978
		SECTION PREFIX: 17-8205
	HIGHWAY: ---	COUNTY: Josephine
NAME OF JOB: Wolf Creek Inn	KIND OF WORK: Building Restoration	
CONTRACTOR: J. B. Steel, Inc.	CONTRACT NUMBER: 8633	FEDERAL AID PROJECT NUMBER: EDA 07-51-23766
DATE OF CONTRACT: November 22, 1977	DATE WORK STARTED: December 9, 1977	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 5 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: August 31, 1978	PERCENT OF TIME ELAPSED
PROJECT AUTHORIZATION: $607,455.14	ENGINEERING AUTHORIZATION: $48,168.27	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99
EXCLUSIVE OF ENGINEERING: $559,287.14	THIS WEEK: 607.15	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $559,287.14	ENGINEERING COST TO DATE: $33,679.72	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION: 70 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	8	Fog am-Fair pm			
MONDAY	9	Fog am-Cloudy pm			
TUESDAY	10	Fog am-Fair pm			
WEDNESDAY	11	Fog am-Cloudy pm			
THURSDAY	12	Fog am-Fair pm			
FRIDAY	13	Fog am-Fair pm			
SATURDAY	7	Fog am-Fair pm			

Kessey, Richards, Redmond, Berg, Hopkins, Inloes, Williams, Widmer, Johnson, Gebauer, Glenn, Church

RECEIVED
OCT 16 1978
CONSTRUCTION BRANCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 8	No work.
MONDAY 9	Air Balancing heating system. Installing locks.
TUESDAY 10	Air balancing heating system.
WEDNESDAY 11	Wiring smoke detectors. Air balancing heating system.
THURSDAY 12	Air balancing heating system.
FRIDAY 13	Air balancing heating system.
SATURDAY 7	No work.

REMARKS

Second notification October 11, 1978.

OR: Construction
2cc: Construction
cc: Parks
cc: Region
cc: File

SIGNED Bobby W. Johnson for Alfred W. Bates, Res. Engr. LOCATION Asst. Res. Engr. Roseburg

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8633

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109

(206) 442-7000

September 26, 1978

Mr. Larry Jacobson
Assistant State Parks Superintendent
525 Trade Street S.E.
Salem, Oregon 97310

Re: EDA Project Number 07-51-23766
Wolf Creek Tavern

Dear Mr. Jacobson:

In reference to your letter of August 28, 1978, requesting a project budget revision, EDA has reviewed and approved the request.

We have enclosed the new approved budget (Form ED-508). Please be advised that eligibility of all costs are subject to final audit review.

Sincerely,

Donald L. Gould
LPW Division

Enclosures: ED-508
Effective Date: September 21, 1978

bc: C.T. Keasey
V.E. Skoog
D.Unrein
H. Coulter
F. Klaboe
D. Talbot
W. Gaskill
D. Powers
J. Christian

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LCE ☐ FAE ☐ CR
SEP 29 1978
TM LA
LC

RECEIVED
SEP 28 1978
STATE PARKS
BRANCH

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

BUDGET REVISION

EDA Project No. 07-51-23766 State Salem County Marion

Line Items	Previous	Approved Revision
Administrative Expense	$	$
Architectural/Engineering (Updating and/or completion of Plans and Specifications)		
Other Architectual Engineering Fees	-0-	12,700
Project Inspection Fees		
Relocation Expenses		
Relocation Payments to Individuals and Businesses		
Demolition and Removal		
(a) Labor	16,318	16,318
(b) non-Labor	6,994	6,994
Construction and Project Improvement		
(a) Labor	275,193	262,384
(b) non-Labor	286,207	277,669
Equipment	-0-	23,935
Contingencies	15,288	-0-
Total Estimated Costs	$ 600,000	$ 600,000
Remarks: EDA Grant	$ 600,000	$ 600,000
Grantee Funding Responsibility		
Total Estimated Costs	$ 600,000	$ 600,000

Your request for line item changes appear to be reasonable according to the information provided. Eligibility of all costs are subject to final audit review.

Effective Date: September 21, 1978

6633

AWARD OF GRANT AMENDMENT
(Amendment No.1)

Project No: 07-51-23766

8-29-78

TO: Mr. Fred Klaboe
Chief of Operations
Oregon Department of
Transportation
525 Trade Street S.E.
Salem, Oregon 97310

WHEREAS, The United States of America, Department of Commerce, Economic Development Administration (herein the "Government") entered into a Grant Agreement (herein the "Agreement") with the Oregon Department of Transportation (herein the "Grantee") on or about September 20, 1977; and

WHEREAS, The Grantee has requested certain changes in the Agreement; and

WHEREAS, it is in the best interest of the Government and the Grantee to amend the Agreement to provide for such changes and revisions as are deemed necessary;

NOW THEREFORE, for and in consideration of the mutual benefits flowing to the Government and the Grantee, the Government hereby amends the Agreement as follows:

Delete from the Grant Offer/Award the following scope of work for the restoration of Wolf Creek Tavern;

1. Phase II Contract - Road, Parking, Sewage Disposal
2. Kitchen equipment and Installation

This Offer to Amend Grant Agreement must be accepted and returned to the Economic Development Administration not later than September 1, 1978.

Project No. 07-51-23766

Except as herein otherwise provided all terms and conditions of the Agreement shall remain in full force and effect.

ECONOMIC DEVELOPMENT ADMINISTRATION

By: John D. Woodward
John D. Woodward
Acting Regional Director

It is hereby affirmed by the above named Grantee that it intends to make prompt utilization of the Grant awarded and amended in accordance with the terms and conditions as above referenced.

Date: AUG. 29 1978

Oregon Department of Transportation
State Parks and Recreation Branch
Legal Name of Grantee

By: W Gaskill
Signature

Deputy State Parks Superintendent
Title of Affirming Official

Warren H. Gaskill
Printed Name

8-29-78
Date

CERTIFICATION (by authorized Official other than Affirming Official)

F B Klaboe
Signature

Chief of Operations, ODOT
Title of Certifying Official

F. B. Klaboe
Printed Name

8-29-78
Date

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

EDA Project No. 07-51-23766 State Oregon County Josephine

Line Items	Previous	Approved Revision
Administrative Expense	$ 1,000	$ -0-
Architectural/Engineering (Updating and/or completion of Plans and Specifications)	2,646	-0-
Other Architectual Engineering Fees	19,057	-0-
Project Inspection Fees	26,000	-0-
Relocation Expenses		
Relocation Payments to Individuals and Businesses		
Demolition and Removal		
(a) Labor	16,318	16,318
(b) non-Labor	6,994	6,994
Construction and Project Improvement		
(a) Labor	204,337	275,193*
(b) non-Labor	197,872	286,207*
Equipment	98,557	-0- **
Contingencies	27,219	15,288
Total Estimated Costs	$ 600,000	$ 600,000
Remarks:		
EDA Direct Grant	600,000	600,000
Grantee/Borrower's Funds	-0-	-0-
Total Project Cost	600,000	600,000

* Scope of work transfer to EDA Project Number 07-51-27019 Phase II contract for the Wolf Creek Inn restoration.
** Scope of work transfer to EDA Project Number 07-51-27050, kitchen equipment and installation for the restoration of Wolf Creek Inn.

Effective Date:

433

Department of Transportation
PARKS AND RECREATION BRANCH
525 TRADE STREET S.E., SALEM, OREGON 97310

August 28, 1978

U. S. Department of Commerce
Economic Development Administration
17 Westlake Avenue N.
Seattle, WA 98109

Attention Mr. Bill England
Project Management Specialist
Civil Rights Division

Re: Award of Grant Amendment #1
Project #07-51-23766

copy in each

Gentlemen:

Attached are signed copies of the grant amendments for scope of work transfers outlined in Mr. Klaboe's letter of July 6, 1978. The amendments are approved as submitted, except for the project line item Estimated Costs Revision for Project #07-51-23766 - Wolf Creek Tavern. We request that the line item estimated cost revision be changed to reflect the requested revision as submitted in our July 6, 1978 correspondence. Attached is a line item estimated cost sheet which shows the line item breakdown requested.

We appreciate your consideration of this request. If you have any questions, please contact Larry Jacobson, Phone 378-5015, or Dick Holt, Phone 378-5017.

Sincerely,

Larry Jacobson, Assistant
State Parks Superintendent

LJ:aw

Attach. Amendment #1 for Project Numbers:

07-51-27014	07-51-26830	07-51-26880
07-51-27050	07-51-23766	07-51-27019

bc: C. T. Keasey) w/copy of letter and set of attachments.
V. E. Skoog)

D. Unrein
H. Coulter
D. Powers
J. Christian
D. Talbot
F. Klaboe
W. Gaskill

RECEIVED
DOT OPERATIONS
AUG 30 '78
REFER TO
FOR
Date | Sver | B/D | D/S | Sign | Act | File
NOTED
R. KLABOE

US DEPARTMENT OF COMMERCE
ECONOMIC DEVELOPMENT ADMINISTRATION

Attachment No. 1

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

EDA Project No. 07-51-23766 State Oregon County Josephine

Line Items	Previous	Approved Revision
Administrative Expense	$ 1,000	$ -0-
Architectural/Engineering (Updating and/or completion of Plans and Specifications)	2,646	-0-
Other Architectual Engineering Fees	19,057	12,700
Project Inspection Fees	26,000	-0-
Relocation Expenses		
Relocation Payments to Individuals and Businesses		
Demolition and Removal		
(a) Labor	16,318	16,318
(b) non-Labor	6,994	6,994
Construction and Project Improvement		
(a) Labor	204,337	262,384 *
(b) non-Labor	197,872	277,669 *
Equipment	98,557	23,935 **
Contingencies	27,219	-0-
Total Estimated Costs	$ 600,000	$ 600,000
Remarks: EDA Direct Grant	600,000	600,000
Grantee/Borrower's Funds	-0-	-0-
Total Project Cost	600,000	600,000

* Scope of work transfer to EDA Project Number 07-51-27019 Phase II contract for the Wolf Creek Inn Restoration.

** Scope of work transfer to EDA Project Number 07-51-27050, kitchen equipment and installation for the restoration of Wolf Creek Inn.

Effective Date:

USCOMM-DC 18761-P78

8133

8

OREGON STATE HIGHWAY DIVISION

June 15, 1978

HIGHWAY BUILDING • SALEM, OREGON • 97310

U. S. Department of Commerce
Economic Development Administration
1700 Westlake Avenue North
Seattle, WA 98109

Attn: Mr. Bill England
Project Management Specialist
Civil Rights Division

Re: Request for Budget Revision
EDA Project No. 07-51-23766
Contract No. 8633

Gentlemen:

We request a budget line item revision for the subject project, as shown on the attached copy of the approved budget. (Form ED-508.) The attached revision request includes the previous budget revision request which is being held in suspension pending a scope change for this project.

A copy of the change order modifying the project work is also attached.

Very truly yours,

Donald Coleman
for C. T. Keasey
Construction Engineer

CTK:mk

Attach.

bc: H. S. Coulter
V. E. Skoog
D. H. Moehring
Gareld Inloes

RECEIVED
STATE HWY ENGR
JUN 19 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H.S. COULTER

Phase II - Sewer system & parking

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

EDA Project No. 07-51-23766 State Oregon County Josephine

Line Items	Grant Approved	Revised to (After bid award, Phase I	Phase II	Requested Revisions Phase I
Administrative Expense	$ 1,000	$ -0-	-0-	-0-
Architectural/Engineering (Updating and/or completion of Plans and Specifications)	2,646	-0-	-0-	-0-
Other Architectual Engineering Fees	19,057	-0-	-0-	-0-
Project Inspection Fees	26,000	-0-	-0-	-0-
Relocation Expenses	-0-	-0-	-0-	-0-
Relocation Payments to Individuals and Businesses	-0-	-0-	-0-	-0-
Demolition and Removal			-0-	
(a) Labor	16,318	16,318	-0-	16,318
(b) non-Labor	6,994	6,994	-0-	6,994
Construction and Project Improvement				
(a) Labor	204,337	250,850	19,950	261,591
(b) non-Labor	197,872	261,051	20,763	274,381
Equipment	98,557	-0-	-0-	-0-
Contingencies	27,219	24,084	-0-	-0-
Total Estimated Costs	$ 600,000	$ 559,287	$40,713	559,287
			State	2996

Remarks:

State Contribution:

Construction costs over approved grant	$ 26,950	Larry - Please correct to reflect your budget line changes forward
Contingencies	3,050	
Project inspection	55,300	
Kitchen equipment	50,000	
Furnishings	50,000	
Architectual fees	12,700	
	$198,000*	$848,000
Caretaker's house & landscape	50,000**	
	$248,000	

*Pending legislative approval of fund transfer - Mar. 1978.

**1979-1981 budget.

USCOMM-DC 18781-P78

2633

April 26, 1978

Executive Department
240 Cottage St., SE
Salem, OR 97310

Attention: Virginia Jones

MISC. CONTRACTS and AGREEMENTS No. 6377

Gentlemen:

Attached for your records is a fully executed copy of a personal and professional service contract with Mirra Dinhal and the Highway Division to provide historical and interior design consultation services regarding the refurnishing scheme of the Wolf Creek Tavern.

Very truly yours,

C. W. Hood
COMMISSION SERVICES

Sbm

Att.

cc Jeannette M. Gue
Attn: Patt Mass

STATE OF OREGON

INTEROFFICE MEMO

TO: The Files

DATE: March 31, 1978

FROM: Jeannette M. Gue
Interpretive Programs

SUBJECT: Mirza Dickel Contract

During the development of the Wolf Creek Tavern refurnishing scheme, additional expertise and comment was felt to be needed in the field of historical interior design of the Victorian period.

The intent of this contract is to secure the availability and services of a historical and interior design consultant specializing in the Victorian period who will review and comment on the refurnishing plan as it is developed.

The contractor selected Mirza Dickel of Dickel, Kramer, Moe, Stevenson and Assoc., who is the sole source available within a reasonable distance for consultation and who possesses the specific fields of knowledge, expertise and background needed to provide the aforementioned services. She is ideally qualified, and available for such consultant services at a rate within the range quoted by the American Society of Interior Designers.* Therefore, I feel the selection of Mirza Dickel as the sole source contractor is justified.

JG:ko

* recommended consultant fee -- $25-$50.

81-125-1387

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 6, 1978

U. S. Department of Commerce
Economic Development Administration
1700 Westlake Avenue North
Seattle, WA 98109

Attn: Mr. Bill England
Project Management Specialist
Civil Rights Division

Re: Request for Budget Revision
EDA Project No. 07-51-23766
Contract No. 8633

Gentlemen:

We request a budget line item revision for the subject project, as shown on the attached copy of the approved budget. (Form ED-508.)

A copy of the change order modifying the project work is also attached.

Very truly yours,

ORIG. SIGNED BY
WARREN RICHARDS
C. T. Keasey
Construction Engineer

CTK:mk

Attach.

bc: H. S. Coulter
V. E. Skoog
D. H. Moehring
Gareld Inloes

Phase I - Jail restoration
Phase II - Sewer system & parking

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

EDA Project No. 07-51-23766 State Oregon County Josephine

Line Items	Grant Approved	Revised to (After bid award, Rev. Phase I	Phase II	Requested Phase I
Administrative Expense	$ 1,000	$ -0-	-0-	-0-
Architectural/Engineering (Updating and/or completion of Plans and Specifications)	2,646	-0-	-0-	-0-
Other Architectual Engineering Fees	19,057	-0-	-0-	-0-
Project Inspection Fees	26,000	-0-	-0-	-0-
Relocation Expenses	-0-	-0-	-0-	-0-
Relocation Payments to Individuals and Businesses	-0-	-0-	-0-	-0-
Demolition and Removal			-0-	
(a) Labor	16,318	16,318	-0-	16,318
(b) non-Labor	6,994	6,994	-0-	6,994
Construction and Project Improvement				
(a) Labor	204,337	250,850	19,950	255,243
(b) non-Labor	197,872	261,051	20,763	265,444
Equipment	98,557	-0-	-0-	-0-
Contingencies	27,219	24,084	-0-	15,288
Total Estimated Costs	$ 600,000	$ 559,287	$40,713	559,287

Remarks:

State Contribution:

Construction costs over approved grant	$ 26,950	
Contingencies	3,050	
Project inspection	55,300	
Kitchen equipment	50,000	
Furnishings	50,000	
Architectual fees	12,700	
	$198,000*	$248,000
Caretaker's house & landscape	50,000**	
	$248,000	

*Pending legislative approval of fund transfer - Mar. 1978.

**1979-1981 budget.

USCOMM-DC 10761-P76

Form 21-734-1169 (Rev. 8-73)

OREGON STATE HIGHWAY DIVISION

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL 12

Project Name Wolf Creek Inn Date January 3, 19 78

Highway N.A. Contract No. 8633

County Josephine Prefix 17-8205

Contractor J.B. Steel, Inc. F. A. Project No. EDA 07-51-23766

Address 190 N. Ross Lane, P.O. Box 689, Medford,OR.97501 Price Agreement No. 1

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Const.6" reinforced concrete wall around the inside of existing basement concrete wall, as detailed on reverse.

Const. Reinforced concrete footings under existing 8"x8" posts in basement, as detailed on reverse.

Locations by station numbers:

Basement.

Names of pay items, estimated quantities and agreed prices:

Lump Sum.....$8,000.00

Specifications, basis of measurement and other provisions:

Existing wall to be scaled free of loose and deteriorated concrete.
Existing 8"x8" posts to be trimmed on lower end to sound wood, as directed.
All materials to meet specifications as set forth in Special Provions.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$607,455.41
Present estimate of project cost, including $8,000.00 for work under this order	$607,455.41
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Division Engineer

Approval Recommended: ..... Construction Engineer or Bridge Engineer

Signed [signature] Contractor
J.B STEEL INC.

Approved: O.B. Jackman [illegible] Assistant State Highway Engineer or State Highway Engineer.
1-17-78
For Constr.

SP*75063-734

Form 21-734-1169 (Rev. 5-72)

OREGON STATE HIGHWAY DIVISION

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Wolf Creek Inn — Date January 19, 1976

Highway --- — Contract No. 8633

County Josephine — Prefix 17-8205

Contractor J.B. Steel Inc. — F. A. Project No. EDA07-51-23766

Address P.O. Box 689 Medford, OR 97501 — Price Agreement No. 2

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Construct 6" concrete wall around three existing fireplace foundations and concrete pad to build new hearth on. Remove a portion of the top of foundations to allow space for pad and brick in new hearths.

Locations by station numbers:

Wolf Creek Inn

Names of pay items, estimated quantities and agreed prices:

Lump sum $300.00

Specifications, basis of measurement and other provisions:

Concrete to meet specifications as set forth in Special Provisions.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization . . . . . $ 607,455.41

Present estimate of project cost, including $ 300.00 for work under this order $ 607,455.42

Expected under-run / over-run (amount) . . . $ ...

Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

Submitted by: Bobby D. Johnson, Assistant Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

SP*79603-734

Approval Recommended: ....

Signed J.B Steel Inc. Contractor

Approved: 1-30-76

Assistant State Highway Engineer, Salem Office Engineer

Form A-1-6 (Rev. 8-70)

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8633

APPLYING TO CONTRACT PROJECTS

Order No. 1

Section Wolf Creek Inn Date January 18, 19 78

Highway --- F.A.P. No. EDA 07-51-23766

County Josephine Prefix 17-8205 Account No.

Description of Work To Be Done:

Insect exterminations.
Treat soil under and around existing building and new kitchen addition.
Treat wood surfaces as required throughout.

Location by Station Numbers:

Wolf Creek Inn

Estimate of Quantities and Costs:

Labor and materials $486.00

Explanation:

This work is necessary to exterminate for termites, carpenter ants and post beetles.

Work was not covered in original contract. Work to be performed by Coghill Pest Control. No State forces involved. WR

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

		Spare to right of this line is for use of Salem Office
Project authorization	$ 607,455.41	
Present estimate of project cost, including $ 486.00 for work under this order	$ 607,455.41	
Expected under-run / over-run (amount)	$	
Expected under-run / over-run (per cent)		

Submitted by: Bobby D. Johnson
Bobby D. Johnson, Asst. — Resident Engineer

Approval Recommended: ..... — Regional Engineer

Approval Recommended: ..... — For: Construction Engineer or Bridge Engineer

Approved: O. B. Jackmond — For — Construction Engineer

1-26-78

SP*72A30-734

8633

9

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 22, 1978

U. S. Department of Commerce
Economic Development Administration
1700 Westlake Avenue North
Seattle, WA 98109

Attn: Mr. Bill England
Project Management Specialist
Civil Rights Division

Re: EDA Project 07-51-23766
State Contract 8633
Wolf Creek Inn

Dear Mr. England:

Enclosed is ED-530, Part B, for the above referenced project.

S. R. Tile Company will furnish and install tile on this project. This agreement of $6,012.00 is one percent of the original grant. The minority participation to date is $65,512.00 or 10.9%.

Very truly yours,

C. T. Keasey
Construction Engineer

GI:mk

Attach.

bc: H. S. Coulter
Larry Jacobson
Bobby Johnson

RECEIVED
STATE HWY ENGR
FEB 22 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
H.S. COULTER

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 27, 1978

U. S. Department of Commerce
Economic Development Administration
1700 Westlake Avenue North
Seattle, WA 98109

Attn: Mr. Bill England
Project Management Specialist
Civil Rights Division

Re: EDA Project 07-51-23766
State Contract 8633
Wolf Creek Inn

Dear Mr. England:

Enclosed is ED-530, Part B, for the above referenced project.

G & A Enterprises is a material supplier for this project. This agreement of $31,565.00 is 5.3% of the original grant. The proposed minority participation to date is $59,500 or 9.92%.

Very truly yours,

C. T. Keasey
Construction Engineer

GI:mk

Attach.

bc: H. S. Coulter
Larry Jacobson

RECEIVED
STATE HWY ENGR
JAN 30 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H.S. COULTER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

TL33

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 17, 1978

U. S. Department of Commerce
Economic Development Administration
1700 Westlake Avenue North
Seattle, WA 98109

Attn: Mr. Bill England
Project Management Specialist
Civil Rights Division

Re: EDA Project 07-51-23766
State Contract 8633
Wolf Creek Inn

Dear Mr. England:

Enclosed is ED-530, Part B, for the above referenced project.

The minority subcontractor, Roland Electric, is the only proposed minority subcontractor for this project. This subcontract of $27,935.00 is 4.7% of the original grant, and is the total minority participation to date. The remaining minority participation will be from the material supplier, G & A Enterprises, Inc.

Very truly yours,

For: C. T. Keasey
Construction Engineer

GI:mk

Attach.

bc: H. S. Coulter
Larry Jacobson

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H.S.COULTER

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#8633

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

PARKS AND RECREATION BRANCH

525 TRADE STREET S.E., SALEM, OREGON 97310

January 12, 1978

AGENDA
JAN 24 1978
HC 2

TO: Oregon Transportation Commission

FROM: David G. Talbot
State Parks Superintendent

RE: Parks EDA Projects

In June, 1977, the Commission authorized State Parks to apply to the Economic Development Administration (EDA) for Title I funds for construction work at various project sites. Authority to apply for the funds was also given by the Emergency Board, and EDA subsequently approved seven Parks projects totaling $1,240,000. Bids were obtained, and the estimated costs on three of the projects--Wolf Creek Tavern, Manhattan Beach Wayside, and Cape Meares--are in excess of the amounts approved by the Emergency Board and the EDA as follows:

Project	Approved Project Cost	Estimated Cost
Wolf Creek Tavern	$600,000	$810,000
Manhattan Beach	175,000	229,405
Cape Meares	45,000	50,800

The costs over the approved EDA grant costs total $270,205. Of this amount, $74,291 relates to project inspection costs which were determined by EDA not to be reimbursable under the approved grants. Additionally, non-reimbursable project inspection costs on the remaining four projects total $29,938. Thus, the funds required to cover the excess project costs, including non-reimbursable costs, total $300,143.

State Parks is currently discussing with EDA the possibility of using funds surplus to other DOT EDA-approved projects. If successful, these surplus funds could be used to cover $150,332 of these costs. The remaining $149,810, representing non-reimbursable project costs, would have to be funded from the Parks' construction budget.

The Commission is asked to authorize State Parks to submit a request to the Emergency Board for its March, 1978 meeting to obtain a federal funds budget limitation increase to permit the use of surplus Title I funds if EDA so approves. We would also request the authority to use construction funds from the 1977-79 Legislative-approved State Parks budget to cover the non-reimbursable inspection costs, as well as the excess project costs in the event that EDA does not approve the use of surplus funds.

DGT/JSC:ko

cc: Bob Burco
Fred Klaboe
Cecil Head
Janet McLennan

NOTED
C. W. HEAD

1633

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

PARKS AND RECREATION BRANCH

525 TRADE STREET S.E., SALEM, OREGON 97310

December 1, 1977

TO: State Parks and Recreation Advisory Committee

FROM: David G. Talbot
State Parks Superintendent

SUBJECT: Round II, Local Public Works Capital Development Program - Economic Development Administration

Under Round II of the Public Works program through EDA, the State Parks Branch was allocated $1,250,000 for six projects. These projects were at Wolf Creek Tavern, Shore Acres State Park, Beverly Beach State Park, Cape Meares State Park, Oceanside Beach State Wayside, and Manhattan Beach State Wayside.

EDA requirements were that on-the-job construction must begin within 90 days of receipt of the grant offer, and that 10% of the grant amount must go to minority business enterprises for either work performed or materials supplied. Contracts have been awarded for Wolf Creek Tavern, Oceanside, and Manhattan Beach. Bids were opened for Shore Acres and Beverly Beach, but were too high and failed to meet the MBE requirement and were rejected. These projects will be rebid for bid openings on December 14. Advertisements for bids for Cape Meares failed to receive any bids. This project will be rebid pending a waiver of the 90-day construction from EDA.

This matter will be on the agenda for the December 15 meeting of the Committee.

DGT:dlw
cc: Robert Burco
Fred Klaboe
Janet McLennan
George Bell

NOTED
F. B. KLABOE

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8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

PARKS AND RECREATION BRANCH

525 TRADE STREET S.E., SALEM, OREGON 97310

November 22, 1977

TO: State Parks and Recreation Advisory Committee

FROM: David G. Talbot
State Parks Superintendent

SUBJECT: History Program Project Update

During the past year, the Historic Preservation Section has completed several important projects and several long-planned projects are soon to be underway. The goals established by the Section for the next biennium emphasize completion of these projects and the evaluation of potential new projects.

The following is a list of history projects:

1. Champoeg State Park - Construction of the visitors center and interpretive displays has been completed. Future plans call for the refinement of current interpretive displays.

2. Frenchglen Hotel - The rehabilitated hotel has been opened for over a year now and has been a very popular success. Current plans call for the investigation of a possible expansion of the hotel, which would be compatible with the historic nature of the building.

3. Kam Wah Chung Co. Building - Restoration was completed early this summer and the building turned over to the City of John Day for operation. The contents have been moved back into the building and it was open as a museum for most of the summer. Though very little publicity has been put out, word-of-mouth has attracted a large number of visitors and favorable comments.

4. Wolf Creek Tavern - The building was open during the summer with a guide/attendant on duty. Word-of-mouth publicity attracted an average of about 30 visitors a day and considerable interest in the restoration. Parks has received a $600,000 Economic Development Administration grant to restore the property and the project is currently out to bid.

5. Cape Meares Lighthouse - A $45,000 grant has been received from the Economic Development Administration to restore the old lighthouse. The project calls for reconstruction of a small lightkeeper's house adjacent to the light tower, repainting the cast iron lighthouse, rehabilitation of the interior, and restoration of lens rotation mechanism. The contract for the lightkeeper's house reconstruction is currently out for bid.

6. Yaquina Bay Lighthouse - Weather and visitor wear and tear have left their mark on the recently restored lighthouse and interpretive displays. Current plans call for minor repairs to the lighthouse and a brushing up of the interpretive displays.

7. Historic Farm - The possibility of a living historic farm has been discussed, triggered by the possible donation of an appropriate site. This and two other sites are currently being investigated and the feasibility of such a project is in the early stages of exploration.

8. History of the Beach Bill - The history of the Oregon Beach Bill has recently been completed and published and is the subject of a separate report.

This matter will be on the agenda for the December 15 meeting of the Committee.

DGT:le

cc: Robert Burco
Fred Klaboe
George Bell
Janet McLennan

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Salem, Oregon
April 11, 1977

J. E. Verstoeg
Road Design Engineer

David G. Talbot
State Parks Superintendent
Vick Building

Attention: A. J. Kissel

49594 - Strong
Wolf Creek Tavern Wayside
Section
[redacted]

Attached is the description package for the subject Wayside, as requested in your letter of March 18, 1977.

BY:

Floyd O. Scott
Right of Way Description Engineer

FOS:mg

Attach.

8433

Received by DAMoore
6/16/76

OREGON STATE HIGHWAY DIVISION

PARKS & RECREATION BRANCH - 525 Trade St. SE - Salem, OR 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

June 10, 1976

TO: Robert A. Burco
Fred B. Klaboe
Parks Advisory Committee

FROM: Paul B. Hartwig
Historical Programs Coordinator

RE: Wolf Creek Tavern

Please find attached a copy of the Wolf Creek Tavern Economic Feasibility Analysis. In the opinion of the economist, operation of the restored facility will be a financial success. We have decided to go ahead with the "Evolution Scheme B" concept shown on pages 15-16 of the report.

PH/DP:ko

Enc.

cc: David Talbot

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F. B. KLABOE

Form 81-734-3122

Jack Jarvis & Company, Inc.
Economic, Market, and Development Analysts

May 25, 1976

Mr. P. M. Stephenson, Chairman
And Members
Wolf Creek Tavern Advisory Committee
Department of Transportation
State of Oregon
Salem, Oregon 97310

Gentlemen:

We have critically evaluated the market, financial, operating and economic merits of proposed Wolf Creek Tavern restoration, preparing such tests, analyses, estimates and projections as professionally appropriate and necessary.

Having conducted this examination, it is our considered opinion that the proposed project is economically feasible, will further public historical and visitor interests, and enhances the well-being of the Wolf Creek community, Josephine County and State of Oregon.

Jack Jarvis & Company, Inc.

The Bank of California Tower • 707 S.W. Washington Street • Portland, Oregon 97205 • Telephone (503) 224-7838

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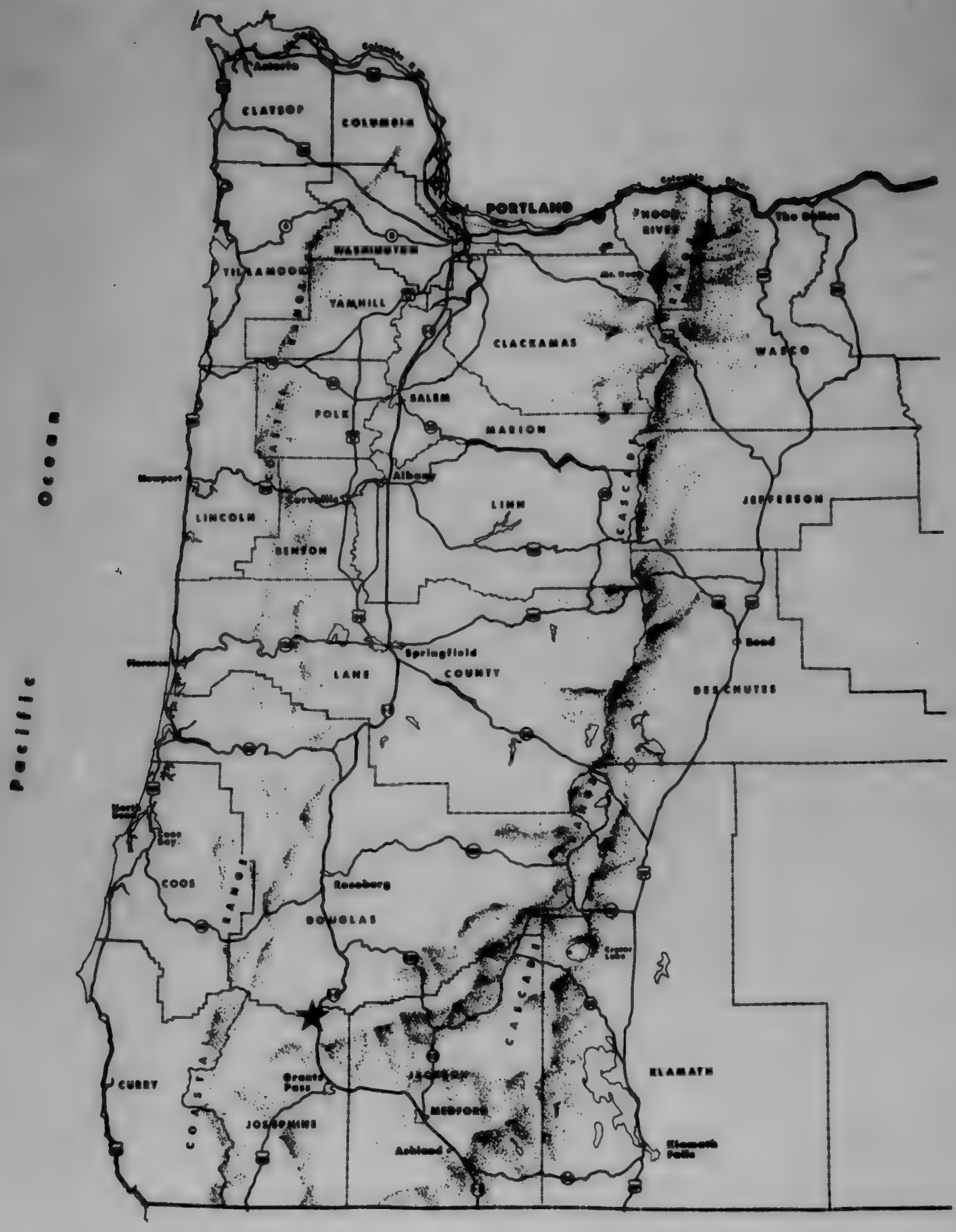
LOCATION MAP



★ Wolf Creek Tavern

Jack Jarvis & Company, Inc.
707 S.W. WASHINGTON STREET • PORTLAND, OREGON 97205 • (503) 224-7838

INTRODUCTION

Background

The Wolf Creek Tavern, at the time of its purchase by the State of Oregon, was the oldest continuously operating Inn in the Pacific Northwest.

Situated on a site of 3.0 acres, in the unincorporated community of Wolf Creek, Oregon, the Tavern is approximately 19 miles north of Grants Pass and 45 miles south of Roseburg. As in the past, both the Tavern and Wolf Creek community possess excellent access and egress conveniences to the principal West Coast north-south transportation route, presently Interstate Highway 5. The property is bounded by the old Pacific Highway (U.S. Highway 99) on the east, Wolf Creek (south), public street dedication (north), residence and Josephine County property (west).

A designated historical landmark and outstanding example of early territorial Oregon architecture, the Tavern building was originally constructed in 1857. Through the years, it has experienced a number of modifications and expansions. The present structure is a two story frame building with attic and basement, horizontal weatherboarding, three fireplaces and a variety of rooms. This structure is seriously and substantially deteriorated, requiring considerable improvement and restoration if again placed in public use.

Proposal

The State of Oregon (Parks Branch, Highway Division, Department of Transportation) proposes to restore the Wolf Creek Tavern to an operating Inn, serving local and traveling public needs for food, beverage and overnight guest accommodations. Restoration is to retain the Inn's historical and architectural qualities, consistent with modern-day operational economics, efficiencies, practicalities, restrictions and use.

As presently conceived, an independent agent operates the Inn under leasehold or concessionnaire agreement (or otherwise) for the State, paying such rents,

commissions and/or other fees as appropriate, and providing operating fixtures, furnishings and equipment. The costs of restoration, property acquisition, landscaping, building and structural improvements are borne by the State with the Department of Transportation (Parks Branch) responsible for security, management and supervision, maintenance, repair, replacement and similar elements once the Tavern has become operational.

Although public funds are employed in Tavern restoration, rents and other incomes from Inn operations are expected to provide for ongoing expenses, maintenance and upkeep. This is an important objective of the State. Thus, to the extent that such incomes provide for ongoing outlays, thereby minimizing or, preferably, negating a continuing public expense burden, economic and financial feasibility is established.

Assignment

Jack Jarvis & Company, Inc. is to conduct such economic, market and development analyses as appropriate for the purpose of determining Wolf Creek restoration feasibility. This task encompasses (but is not limited to):

- Calculation, estimation and projection of market demand and sales volumes which may be realized by restored facilities.

- Estimation of the pro forma financial profile of operations given the revenues above and calculating expenses, operating costs, etc. Pro forma financial operating projections are to cover a period of 10 years, with evaluation of the effects upon the State position, Tavern management and other parties as appropriate.

- Preparation of economic based restoration development recommendations concerning design form, marketability, leasing, management, operations, negotiations, terms, conditions, etc. as may be appropriate.

Alternative Configurations

Following architectural, historical and structural critiques, three alternative Wolf Creek Tavern restoration concept configurations evolved for economic feasibility evaluation set forth herein. The three alternatives are referred to as:

1. Pre-1905 Scheme
2. Tavern Evolution Scheme A
3. Tavern Evolution Scheme B

Limiting Conditions

- The State of Oregon and nation as a whole are assumed to continue to follow current trends of economic activity and growth without major decline or other national emergency.

- The populations of the State of Oregon and other areas delimited herein are assumed to increase as projected.

- Within stipulated time and budget limitations, every effort has been made to verify the authenticity and reliability of data and opinions compiled by our staff during the course of this investigation. Therefore, it is assumed information utilized is correct for present analytical purposes.

- The State of Oregon is assumed to continue to emphasize the attraction of tourists and vacationers from locations beyond State boundaries as well as within.

- Energy constraints and limitations, especially those related to automotive gasoline and oil products consumption, are assumed to moderately, but increasingly, become more severe through 1990 taking both the form of higher prices and outright shortages.

- The managing agent, engaged to operate restored Wolf Creek Tavern facilities, is assumed to be fully experienced, practically capable, adequately capitalized, and soundly supported through advertising and other promotional efforts.

- The responsible department, branch and/or division of the State of Oregon is assumed to adequately maintain Tavern grounds, facilities and premises to the extent that a pleasant, attractive and esthetically compatible atmosphere and environment is achieved.

- Josephine County is assumed to establish planning guidelines insuring that a compatible environment is retained throughout the Wolf Creek community area.

- Adequate parking is assumed off-site to accommodate Tavern guest needs; on-site parking is limited to the rear (west) portion of the property and is environmentally compatible with restoration.

PROPOSED RESTORATION ALTERNATIVES

This section describes and evaluates the three proposed Wolf Creek Tavern alternative schemes on a floor plan efficiency and functional use basis.

Pre-1905 Scheme

The "Pre-1905 Scheme" alternative, as its title implies, seeks to restore the Inn to that configuration research indicates existed prior to the early 1900's. Exterior and interior building treatments, partitions, furnishings, furniture and fixtures are restored to this period. Structural components, electrical, mechanical and plumbing elements are, of course, upgraded and/or replaced to conform with modern standards and applicable building codes. Heating is by a heat pump system or an electric forced air furnace located in the basement. Public restrooms are remotely situated in either a new accessory building, or the restored "White House" located on Tavern grounds, southwest of the Inn.

Exhibits II and III depict the 1905 Scheme alternative.

As shown, the south wing of the existing structure, believed to have been constructed in the mid-1920's, is removed. On the first floor, the existing kitchen reverts to a screened porch and is used for summer dining, seating 28 persons. The kitchen is relocated to the south side of the building. A parlor (adjacent and east of the relocated kitchen), previously known as the "Ladies Parlor", is restored to original vintage, as is the central entryway and stairs. A reception-parlor is at the northeast corner.

Primary dining is in two rooms, one seating 27 persons, the other 18, with the latter having a fireplace, the former a stove. Kitchen servicing occurs at the south side of the main floor. Beverage services are provided at tables in the two dining areas, year-round, with the screened porch dining area serving beverages during the summer.

The second floor is primarily used as a museum to display accommodations typical of the period. Minimum electric lights, heat, and air conditioning are

present. Plumbing fixtures are of minimum dimension . . . overnight guests, if any, would not have the convenience of bathrooms in their rooms.

Tavern Evolution Scheme A

Both this scheme and the following one (Tavern Evolution Scheme B) portray the Inn as it has evolved, through varying ownerships and conditions, over time. A portion of the building is restored to the pre-1905 era, another to, say, the mid-1920's, and so forth.

In Scheme A (Exhibits IV and V), the mid-1920's south wing addition is retained and on the first level, the kitchen is relocated to this wing. In turn, the existing kitchen becomes a combination dining-beverage room (seating 28) with stove. A screened porch used for summer beverage services (seating 25) leads off of this room, west.

The two primary dining areas (seating 27 and 18) remain as proposed in the Pre-1905 Scheme. Public entrances to the dining-beverage and reception areas are provided from the north porch. Although not illustrated on the referenced Exhibits, an outside summer dining area is possible in this scheme. The Ladies Parlor remains much as described in the Pre-1905 Scheme.

Since overnight guest rooms on the second floor become operational in Scheme A, as do certain food and beverage functions, a night manager's apartment is provided at the extreme south end of the 1920's addition. The addition also contains a service stairs leading to the upper level public and employee rest facilities, dumb waiter and employee lockers. The central entryway and stairs, separating the Ladies Parlor and reception room, is retained.

On the upper level, an upstairs parlor occurs at the southeast corner of the original building. Overnight guests using the central stairs pass through this room (or through the second floor meeting room) to four well-appointed guest units in the wing addition, each having a private bath. This area includes vending and ice machines for guest convenience. The service stairs lead down to connect the guest units with the first floor service entrance and employee lockers.

Toward the front (east) portion of the second level, off the main hall, are four small overnight rooms, restored to pre-1905 description, but used for historical displays. To the west, adjacent to the central hall, is an area for

conferences, meetings and banquets. This area is served from a pantry having the dumb waiter previously mentioned.

The conference, meeting and/or banquet room does not have outside exposure. Instead, five very small historical display rooms, restored to the dimensions of overnight guest units of the pre-1905 era, occur. The conference room is divided by a partition, which can be relocated or restored as a flexible wall without impairing historical authenticity. A third stairs leads down to first floor primary dining rooms. Upper floor attic storage is possible.

Tavern Evolution Scheme B

Tavern Evolution Scheme B is more adaptive than either of the foregoing proposals (see Exhibits VI and VII).

On the first floor, the kitchen remains at its present location and is expanded west to include a servicing and delivery porch, employee lockers, dry storage, night manager's apartment and service stairs. The two primary dining-beverage rooms (seating 27 and 18, respectively) are supplemented by a summer outdoor dining area located in the "L" between the 1920's addition and the kitchen. A waiter's station is located on the north side of the second dining room together with a porch leading into the reception area (Men's Lounge). The Men's Lounge, in this scheme, is also used for beverage services and reception. Again, the central stairs and entry remain, separating the Men's Lounge from the Ladies Parlor. In the 1920's addition wing, the first floor plan provides for four overnight guest rooms (each with private bath), and public restrooms. The guest units are similar to four rooms, directly above, proposed for the upper level. A stairwell directly connects first and second level overnight guest units.

The Scheme B second floor plan includes the main meeting-dining-banquet room of Scheme A and, in addition, converts the north small exhibit rooms to this purpose. The attic area over the kitchen is used as a serving pantry, for the dumb waiter and, possibly, for storage and office space. The parlor, located in the southeast corner of the upper level, becomes the ninth overnight guest unit (with private bath) or, alternatively, another group conference room. Meeting-banquet functions are serviced with adjacent restroom conveniences.

Evaluation

In historical restoration, an early decision must be made as to the period, or periods, to which the building in question is to be restored. Restoration is often directed to that period when the building was most noteworthy. If the building is to be restored to everyday use, as is the Wolf Creek Tavern case, it must be modified to account for modern building standards and functions. The overnight guest "room", for example, that well served early western pioneers is most assuredly regarded by today's consuming public as a highly primitive accommodation. Building codes also establish definitive constraints upon strict restoration. In short, architectural history cannot, practically, be precisely reproduced.

Therefore, any restored building is "adaptive"; that is, it is adapted in part or in whole to the modern day. The problem faced by the architectural historian is to determine the degree of adaptation.

In the present instance, adaptation is least evident in the Pre-1905 Scheme; more so in Scheme A; and much more so in Scheme B.

However, the adaptation problem may not be as critical as a first observation might suggest. The dominating attribute of Wolf Creek Tavern history is not confined to any single period of that structure's existence. Rather, it is the Tavern's continual evolutionary adaptation to market and traveling conditions that is significant. The Wolf Creek Tavern story is one of roadside Inn evolution; specifically, as that evolution occurred in Oregon.

The historical value of the Tavern rests in the authentic portrayal of this evolution. Furthermore, if the Inn is to be again placed in use, as proposed, this evolutionary adaptation attribute should be extended into the present. This, we submit, is consistent with the Tavern's tradition. Conversely, any attempt to confine the restoration effort to a single given period is not consistent with this history.

These remarks should not be construed as implying total modernization. Indeed, both historical and economic values of the Inn would be lost if this occurred. The Inn, if placed in service, gains its principal economic value, and public interest, from its evolutionary history. Without this, the Inn becomes just another roadside commercial establishment.

For these reasons, the Tavern should retain much of its external appearance, and approximately the same building size, since the current adaptation is but one "step" removed from the structure's recent past (i.e., 1930-1970).

The same view may be advanced for the building's interior treatment. However, modern functionality, efficiency and comfort concerns become much more important when attention is directed at the structure's interior. Retention of certain historical aspects of the interior is essential if appropriate evolutionary adaptation, and utmost historical and economic values, are achieved. These include:

- o The central entrance hall and stairs
- o Main floor Ladies Parlor
- o Reception room (Men's Lounge)
- o Primary dining rooms
- o Northeast upper floor exhibit rooms
- o Dining and beverage functions
- o Overnight guest room function
- o Meeting and banquet functions
- o Interior finishing detail

Within the above context, each alternative scheme is evaluated in Table 1. These evaluations assume the presence of acceptable demand and are based solely upon economic and operational efficiency; guest comforts and convenience. To comment:

- o The Pre-1905 Scheme does not reflect the significant attribute of the Inn's history; namely, its evolutionary adaptive tradition. Use functionality of the upper level is largely restricted to exhibits and displays and the traditional overnight function of the Tavern is substantially diminished if not negated. A similar observation is appropriate concerning this plan's meeting, conference and banquet facilities. Efficient circulation is reduced with most foot traffic passing through the primary dining area. Serving inefficiencies are increased especially with regard to the second dining room and screened dining area. Finally, the absence of either employee or public restrooms within the structure increases inconvenience and is a feature which may not be permissible under State regulations; especially, those of the Oregon Liquor Control Commission.

- o Tavern Evolution Scheme A does recognize the evolutionary adaptive attribute of the Inn. This plan's major deficiencies rest in its circulation system, distance of the kitchen from the dining and beverage areas, delivery at the south entrance (which impairs

Table 1

COMPARATIVE ANALYSIS
Three Proposed Alternative Schemes
Wolf Creek Tavern Restoration

	Pre-1905 Scheme	Tavern Evolution Scheme A	Tavern Evolution Scheme B
Floor Space (Sq. Ft.)			
Main Floor:			
Entrance Porch (East)	(308)	(308)	(308)
Reception (Men's Lounge)	360	360	360
Central Entry/Stairwell	190	190	190
Ladies Parlor	330	330	330
Dining Area #1	351	351	351
Dining Area #2	351	351	351
Dining-Beverage Room	-	484	-
Screened Dining Porch	(484)	(440)	-
Outdoor Dining Area	-	Flexible	Flexible
North Porch (incl. Storage)	(179)	(179)	(179)
Waiter's Station (Bar Entry)	106	106	106
Kitchen & Related	363)	)	
Manager's Apartment	-)	843)	1,077
Employee Lockers	-)	)	
Public Restrooms, Hall	-	196	363
Overnight Guest Rooms	-	-	992
Wood Shed/Storage/Porch	(440)	-	(221)
West Porch	(162)	(162)	(98)
Total, Excl. Porches	2,050	3,210	4,119
Upper Floor:			
Overhang (East) Porch	(308)	(308)	(308)
Central (Front) Stairs/Hall	190	190	190
Ladies/Upstairs Parlor (Southeast)	330	330	-
Exhibit Rooms (Northeast)	360	360	360
Exhibit/Conference Rooms (North)	330	330	330
Men's Dorm	419	-	-
Domestic Quarters/Stairwell	251	-	-
Sleeping Rooms	369	-	-
Conference/Meeting/Banquet (inc. Storage)	-	706	797
Overnight Guest Units/Hall	-	1,258	1,611
Serving Pantry	-	115	92
Attic Storage (Usable), Office, etc.	630	630	424
Total, Excl. Porches	2,879	3,918	3,804
Total Building, Excl. Porches, Basement	4,929	7,128	7,923
Sleeping Accommodations (Guest Rooms)			
Lower Level	-	-	4
Upper Level:			
Guest Units	-	4	5
Dormitory Space (Sq. Ft.)	(419)	-	-
Total Guest Rooms	-	4	9

	Pre-1905 Scheme	Tavern Evolution Scheme A	Tavern Evolution Scheme B
Food & Beverage Seating (Seats)			
Dining Area #1 (Main Level)	27	27	27
Dining Area #2 (Main Level)	18	18	18
Dining-Beverage Room (Main Level)	-	28	-
Men's Lounge	-	-	11
Conference Room (Upper Level)	-	48	48
Private Dining Rooms (Upper Level)	-	-	27
Screened Dining Porch	26	26	-
Outdoor Dining Porch	-	Flexible	Flexible
Total Seats (Maximum)	73	144	141
Meeting-Banquet Space (Sq. Ft.)			
Ladies Parlor (Main Level)	330	330	330
Upper Parlor	330	330	330
Conference Room (Upper Level)	-	706	797
Small Conference Rooms (Upper Level)	-	-	330
Total	660	1,365	1,787
Analytical Rating (5=Excellent; 0=Poor)			
Dining Facilities & Flexibility	3	4	4
Beverage Facilities & Flexibility	3	5	5
Kitchen Efficiency	4	3	5
Serving Efficiency	2	3	3
Main Floor Circulation	2	3	4
Upper Floor Circulation	2	2	5
Building Circulation	2	3	4
Conference & Meeting Facilities	1	3	4
Banquet Facilities	0	2	3
Entrance Access/Egress Convenience	2	4	5
Guest Unit Quality	0	3	4
Operational Facility	2	3	4
Managerial Efficiency	1	2	3
Restroom Convenience	0	2	4
Reception Convenience	2	2	1
Waiting Convenience	3	3	3
Delivery Convenience	2	2	4
Exhibit/Display Facility	5	3	3
Total Rating Points	36	51	61
Mean Rating Score	2.0	2.9	3.4
Historic Authenticity	Restorative	Adaptive	Adaptive

Notes: 1. Floor area measurements are approximate.
2. Based on Preliminary Concept Drawings by Colburn, Sheldon & Partners, AIA.
3. Analytical ratings are solely those of Jack Jarvis & Company, Inc.
4. All ratings assume adequate demand patronage.

Source: Jack Jarvis & Company, Inc. May, 1976.

site environmental qualities), and conference-meeting room suitability. Concerning this latter deficiency, we are of the opinion that retention of the several small exhibit rooms situated along the north wall of the building is of negligible historic advantage, and could be better used for food, meeting and beverage functions.

The exhibit rooms at the northeast corner of the upper floor, in addition to appointments throughout the structure, can effectively communicate the Tavern's heritage.

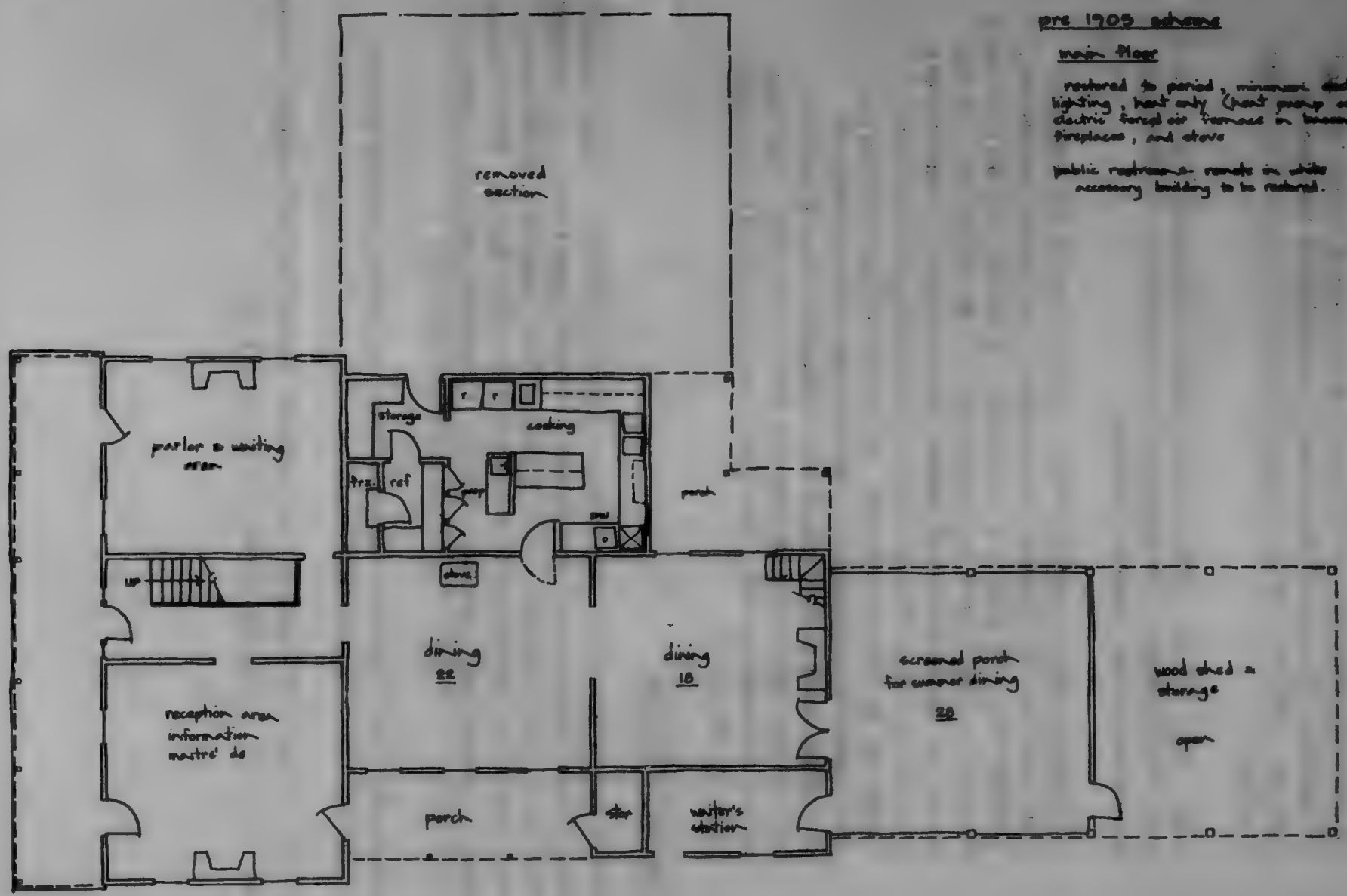
- Tavern Evolution Scheme B offers the best plan on the basis of our criteria. Circulation, for example, is relatively convenient, building uses are generally zoned and compatible, and all traditional functions of the Tavern are encompassed. In particular, note the use of the small north wall rooms, and the placing of the delivery entrance at the northeast corner of the building for improved servicing vehicle convenience. Use of an outside dining area, also possible in Scheme A, is of advantage as it permits the managing agent to accommodate the sizeable influx of tourists and vacationers during the summer vacation season. Expansion dining and beverage need can also be accommodated on the upper level in Scheme B.

Concluding Comments

Tavern Evolution Scheme B warrants serious consideration. Given suggested modifications of the proposed conference/meeting/banquet area, the Inn again functions as it has in the past . . . fulfilling food, beverage, meeting and overnight guest requirements of the traveling and local public. The Tavern's tradition is retained and reflected, and its evolutionary adaptation advanced one more step . . . but a step of appropriate dimension.

Moreover, Scheme B results in the maximum capacities possible without impairing evolutionary historical qualities.

Therefore, Scheme B is used as the basis for market demand capture, revenue, expense and other estimates presented in this report.



pre 1905 scheme

main floor

restored to period, minimum electric lighting, heat only (heat pump or electric forced air furnace in basement) fireplaces, and stove

public restrooms remain in white accessory building to be restored.

EXHIBIT II

ECONOMIC FEASIBILITY ANALYSIS
Wolf Creek Tavern Restoration
Wolf Creek, Oregon

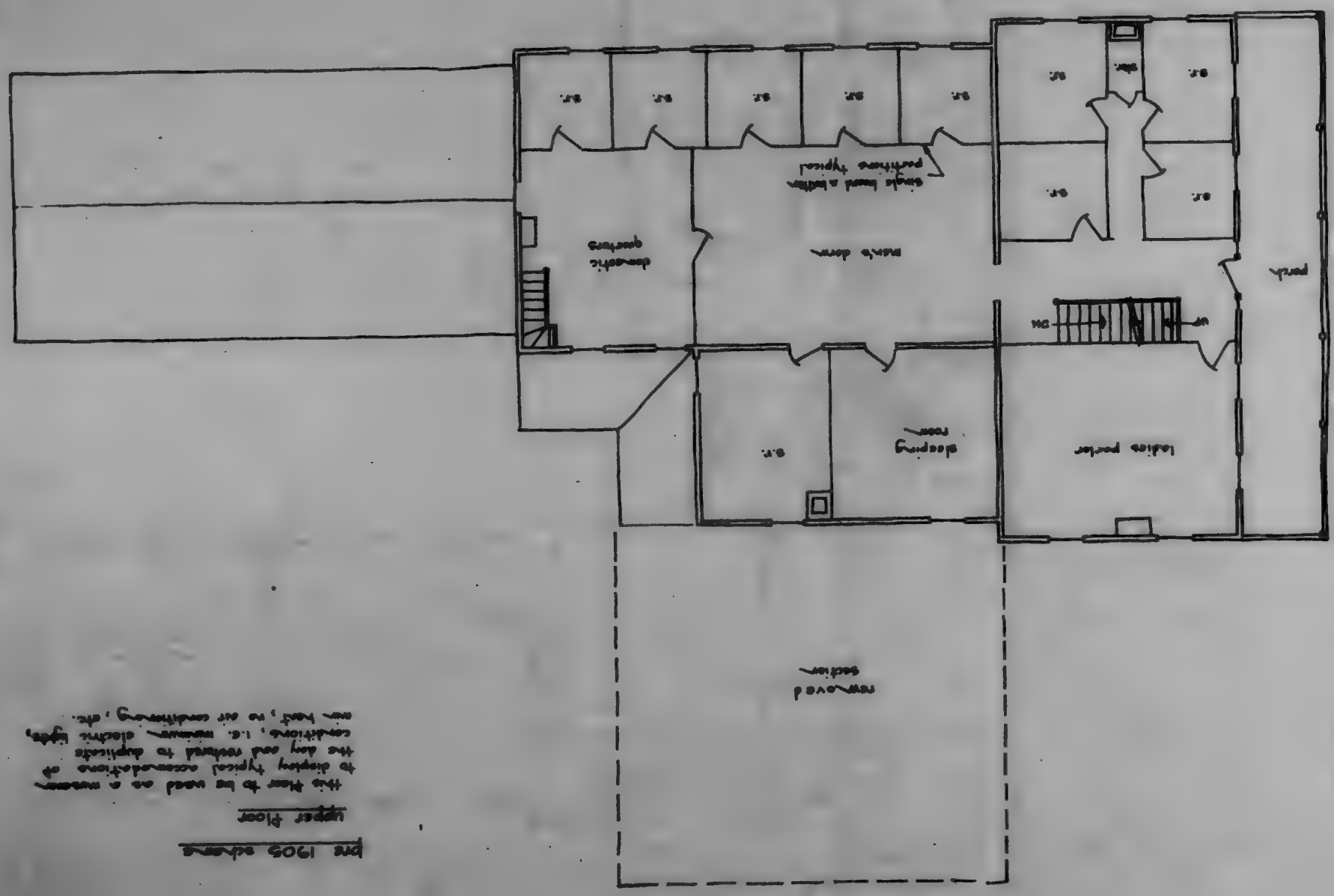
Prepared for:

State Parks and Recreation Branch
Highway Division
Department of Transportation
State of Oregon
525 Trade Street S.E.
Salem, Oregon 97310

May 25, 1976

Jack Jarvis & Company, Inc.
707 S.W. WASHINGTON STREET • PORTLAND, OREGON 97205 • (503) 224-7838

EXHIBIT III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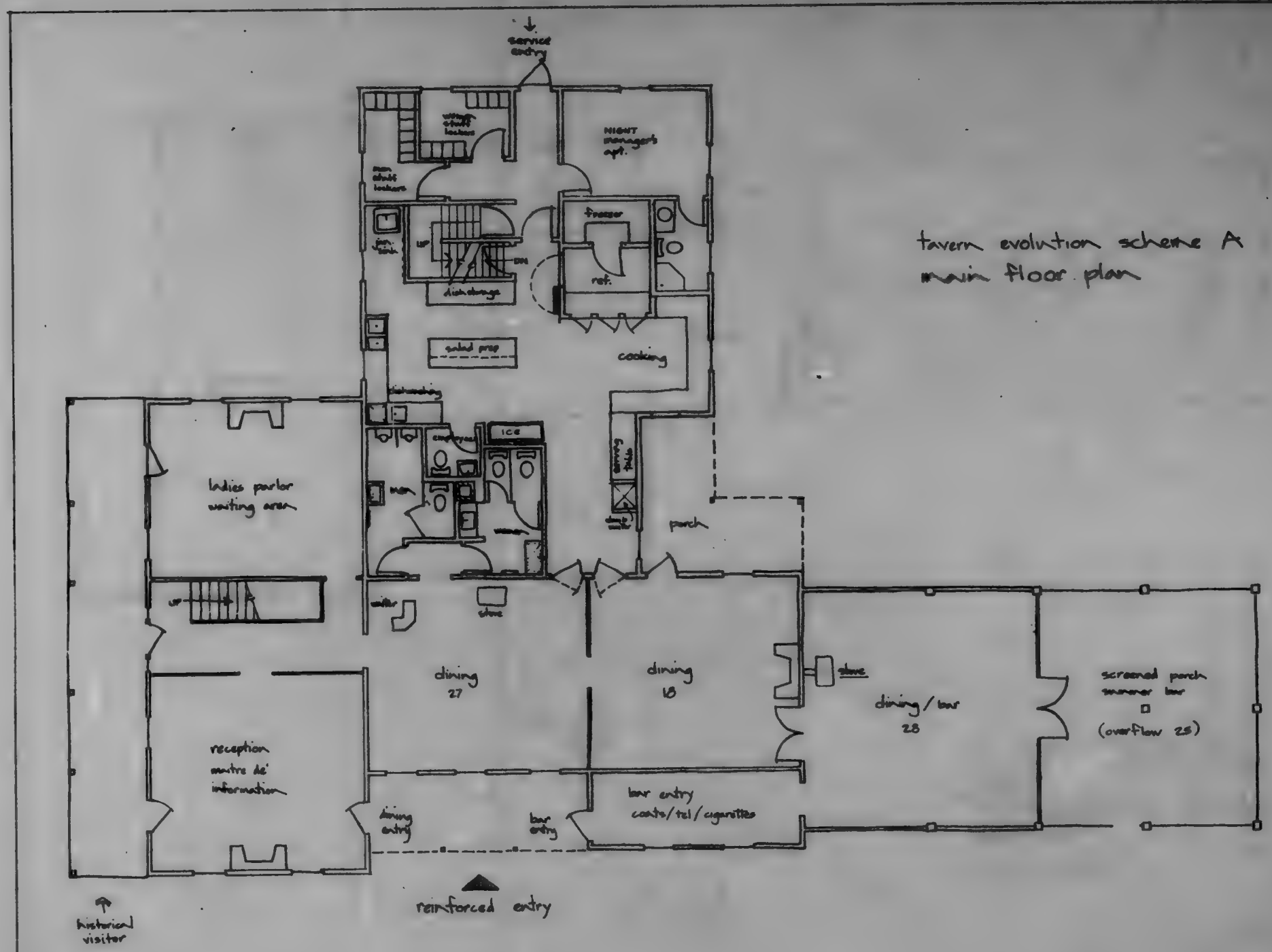
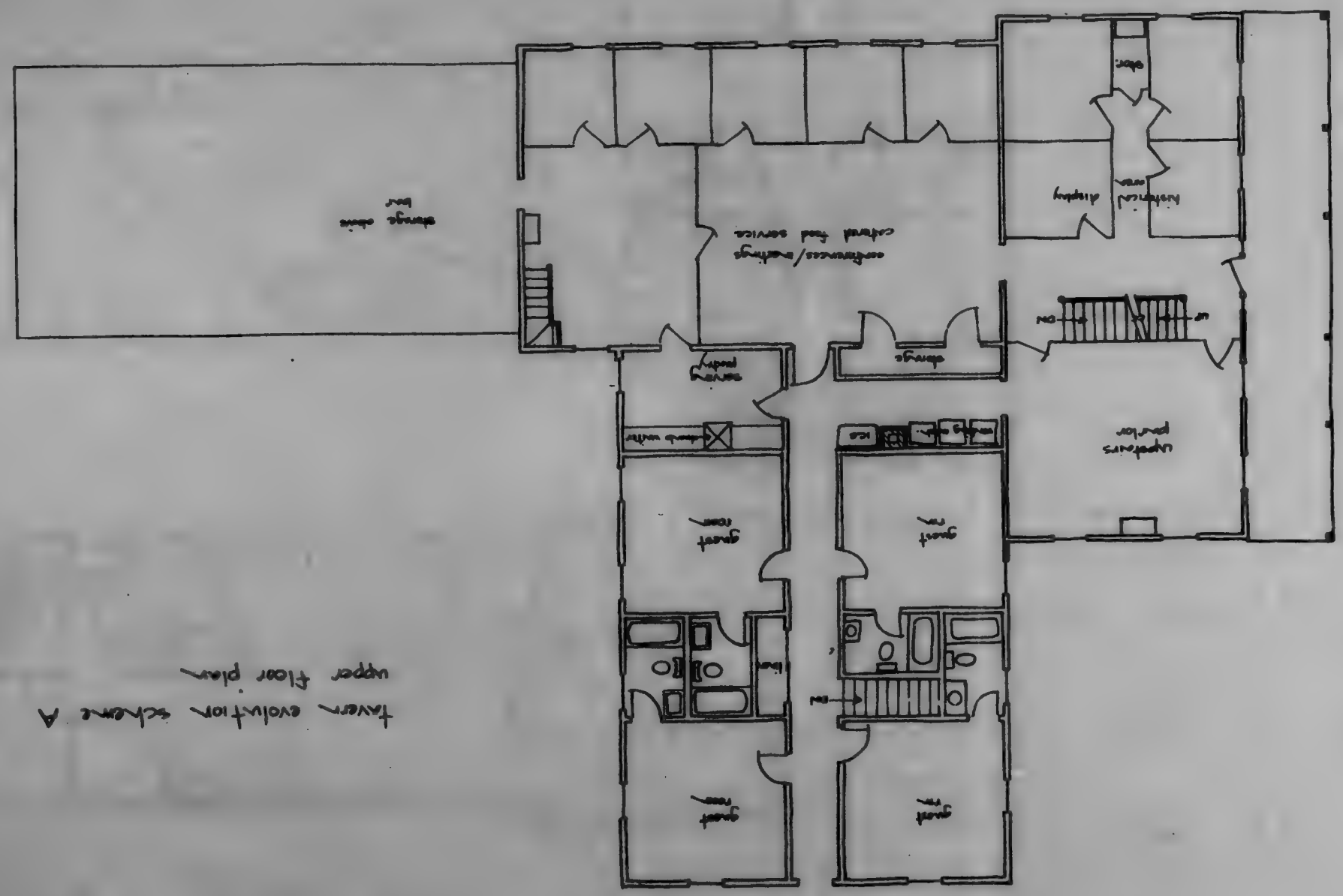


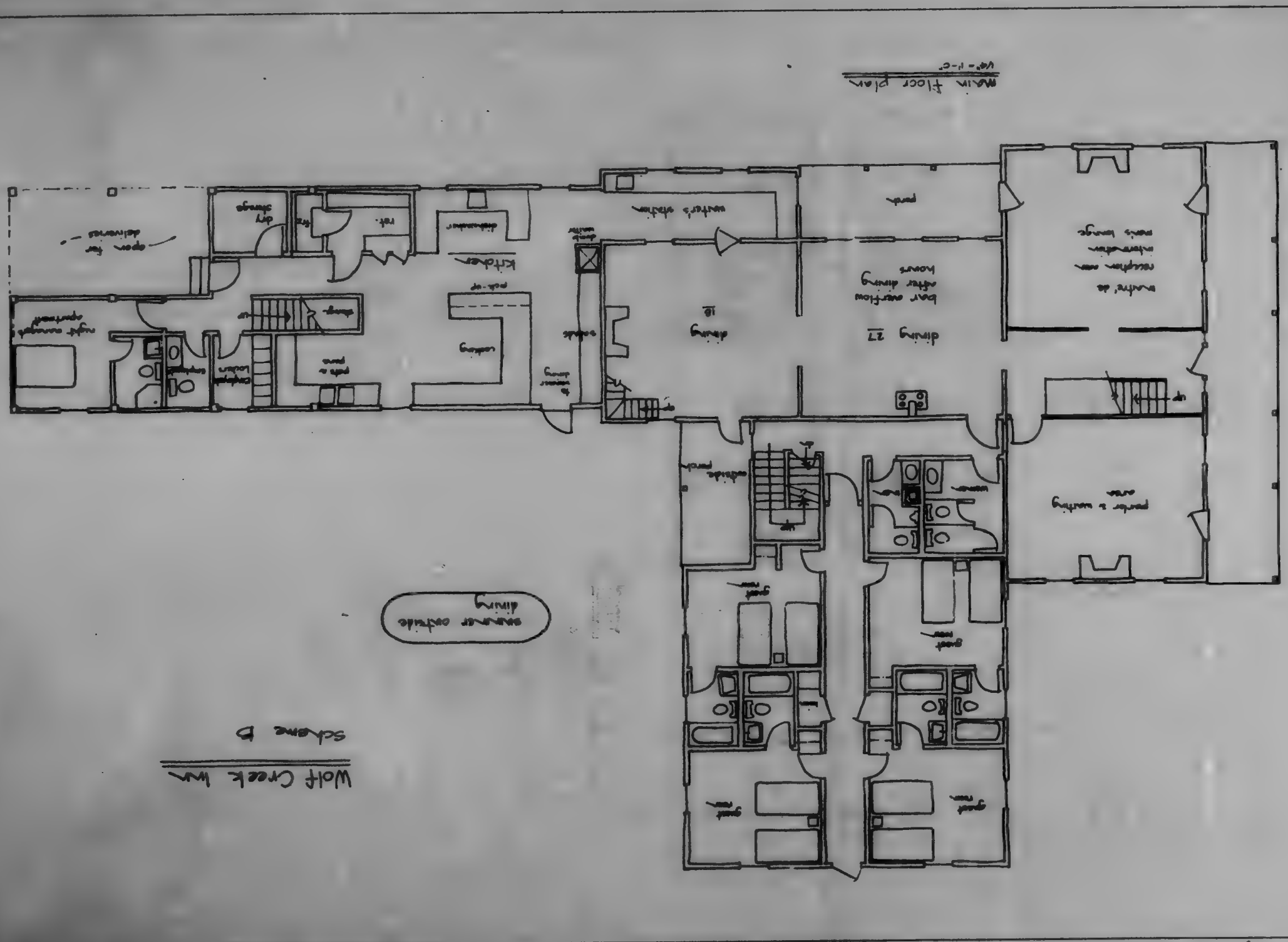
tavern evolution scheme A
main floor plan

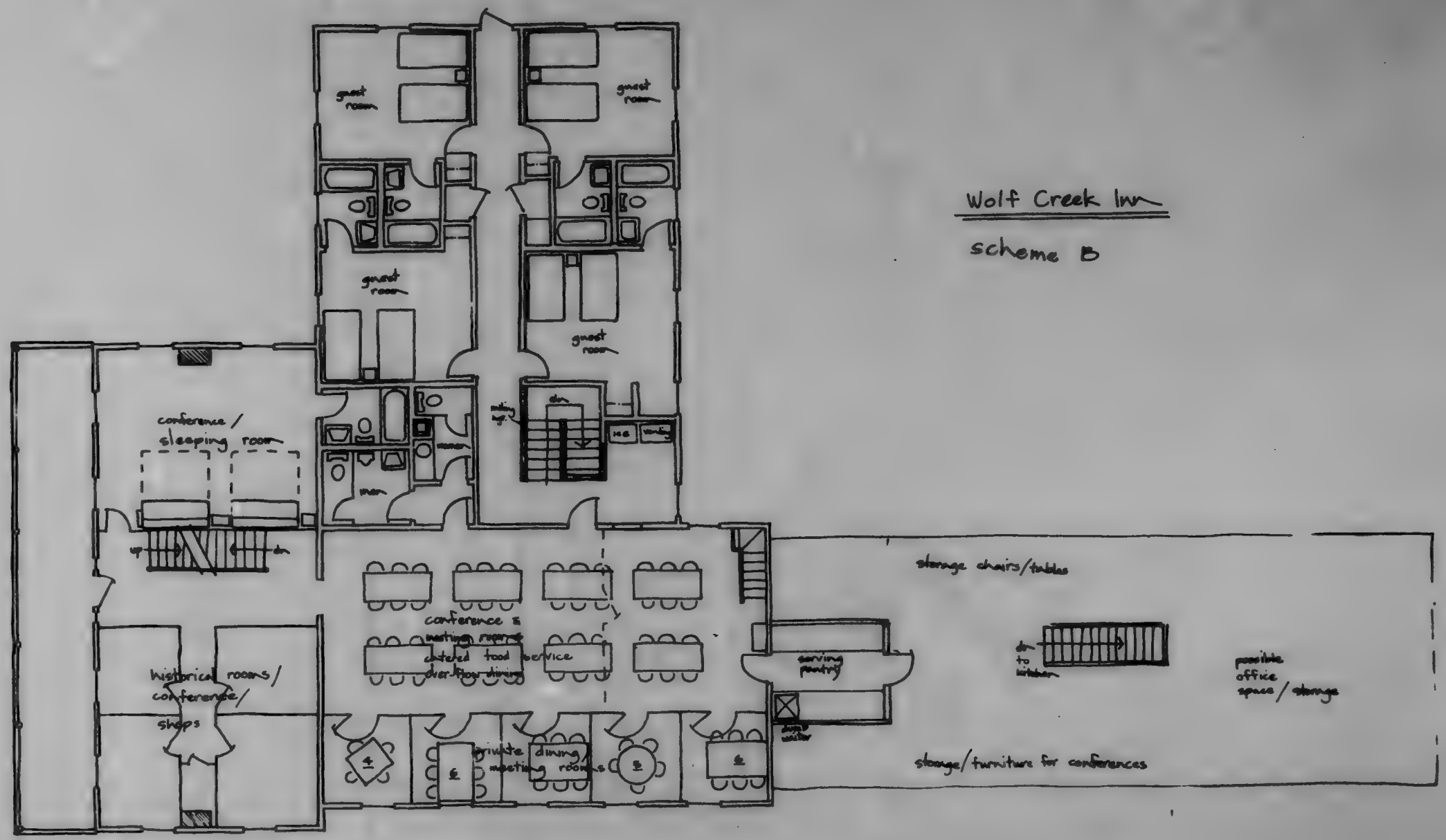
EXHIBIT IV



Tavern evolution scheme A
upper floor plan

EXHIBIT VI


Main floor plan
1/8" = 1'-0"
dining 27
dining 18
bar overflow after dining hours
master's station
pool
kitchen
pool-up
counter
table
pool
pool
pool



Wolf Creek Inn

scheme B

second floor plan

1/4" = 1'-0"

EXHIBIT VII

SOCIO-ECONOMIC CONDITIONS

Wolf Creek serves a Trade Area extending outward from the community some five to seven miles. This area is characterized by lumber and logging activities, timberlands and low population density. The community principally serves as a residence location, and as a wayside stop for Interstate 5 travelers. The local retail-commercial space inventory is limited, and the Trade Area's lumber mill industry is largely located at Glendale, five miles north.

Population

Wolf Creek has demonstrated no pronounced growth in the past decade although in-migration of persons and households nearing or in the retirement phases of the human life cycle, and those of counter cultural attributes has maintained area population. Current population data is not available for the Wolf Creek area. Census information discloses that the Merlin County Census Division, a sector which includes most of northern Josephine County, contained 2,005 persons in 1970, 486 (32.0 percent) more than in 1960. The community of Glendale (some five miles north in Douglas County, experienced a 1960-1970 population decline, as did this community's encompassing South Umpqua Census Division:

	Josephine County	Douglas County	
Census	Merlin CCD	South Umpqua CCD	Glendale
1970	2,005	3,166	709
1960	1,519	3,737	748
1950	992	N.A.	871
1940	472	N.A.	557
1930	324	N.A.	516

Josephine County School District records for the Wolf Creek Elementary School indicate this full-time enrollment equivalent trend:

	Full-Time Enrollment Equivalent
1965	92
1967	93
1971	102
1972	103
1973	112
1974	119
1975	102

Electric meter additions by Pacific Power & Light Company (P P & L) suggest that population within a five-mile radius of Wolf Creek may have increased 12 to 15 percent, 1972-1976.

On balance, we estimate the immediate Wolf Creek community population in the 400 to 500 person range; and place the area population (within a five-mile radius of Wolf Creek) at 1,600, or 300 persons more than in 1970:

	Population	Households
1970	1,300	500
1972	1,400	540
1976	1,600	650

Population trends for the three-county Southern Oregon area (Josephone, Jackson, Douglas) are summarized and compared with those of the State in Table 2.

Employment and Industry

As mentioned, Wolf Creek economic livelihood traces to lumber, logging and forestry activities, to limited (and largely part-time) mineral extraction efforts, and to various other part-time pursuits. Of these, the first category of employment is most important. With the closure of the local lumber mill, Wolf Creek residents commute to jobs at Glendale and other localities to the north and to

Table 2

POPULATION GROWTH
Josephine, Jackson and Douglas Counties - State of Oregon
1960 - 1975

	1960 1/	1970 1/	1975 2/	Percent Change 1960-1970	Percent Change 1970-1975
Josephine County:					
Grants Pass	10,118	12,455	13,400	23.1%	7.6%
Other County	19,799	23,291	31,200	17.6	38.3
Total	29,917	35,746	45,600	19.5	27.6
Jackson County:					
Medford	24,425	28,454	34,000	16.5	19.5
Ashland	9,119	12,342	14,400	35.3	16.7
Other County	40,418	53,737	62,300	33.0	15.9
Total	73,962	94,533	110,700	27.8	17.1
Douglas County:					
Roseburg	11,467	14,461	16,735	26.1	15.7
Other County	56,991	57,282	63,665	0.5	11.1
Total	68,458	71,743	80,400	4.8	12.1
Total - Three Counties	172,337	202,022	236,700	17.2%	17.2%
(Percent of State)	(9.7%)	(9.7%)	(10.3%)		
State of Oregon	1,768,687	2,091,385	2,299,000	18.3%	9.9%

1/ U.S. Census, April 1.
2/ Estimate as of July 1.

Sources: 1960 and 1970 U.S. Census of Population; Center for Population Research and Census, Portland State University. February. 1976.

Table 3

EMPLOYMENT GROWTH AND DISTRIBUTION
Josephine, Jackson and Douglas Counties
1970 - 1975

Employment Classification	1970	1971	1972	1973	1974	1975	Percent Change 1970-1975
Civilian Labor Force	77,920	84,530	92,460	97,440	98,980	102,250	31.2%
Unemployment	6,870	6,770	6,590	7,030	9,360	12,240	78.2
Percent Unemployment	8.8%	8.0%	7.1%	7.2%	9.5%	12.0%	-
Total Employment	71,050	77,760	85,870	90,410	89,620	90,010	26.7
Manufacturing	17,630	19,400	21,040	21,720	20,910	19,330	9.6
Lumber & Wood Products	13,900	15,600	17,040	17,300	16,320	14,890	7.1
Other Manufacturing	3,730	3,800	4,000	4,420	4,590	4,440	19.0
Contract Construction	1,750	2,220	2,710	3,150	3,190	3,080	76.0
Transp., Comm., Utilities	3,020	3,210	3,400	3,570	3,620	3,480	15.2
Wholesale & Retail Trade	12,100	13,040	14,540	15,550	15,730	16,420	35.7
Finance, Ins., Real Estate	2,020	2,100	2,290	2,460	2,430	2,440	20.8
Service & Miscellaneous	8,110	8,680	9,560	10,470	10,970	11,400	40.6
Government	12,670	13,310	14,220	14,770	15,640	16,940	33.7
Other Employment	13,750	15,800	18,110	18,720	17,130	16,920	23.1

Source: State of Oregon Employment Division. February, 1976.

the Grants Pass vicinity to the south. Table 3 summarizes and compares Southern Oregon's employment trends.

Perhaps the most important economic role of Wolf Creek is embodied in its location adjacent to Interstate Highway 5. Wolf Creek enjoys two excellent access exits to this thoroughfare, convenient to both north and southbound vehicles. Thus, Wolf Creek is a "wayside stop" for north-south travelers. This role, historically important, is practically demonstrated by the significant volume of both short and long-haul truckers, highway patrolmen, road maintenance crews and others who stop at Wolf Creek's Hungry Wolf Cafe and service stations. In brief, Wolf Creek is one of the most convenient in-transit stops between Grants Pass and Roseburg.

Traffic Volume

Lacking a large resident population base, and having excellent Interstate 5 wayside rest stop attributes, Wolf Creek's present and future destiny is linked directly with this multi-state north-south arterial.

The Oregon State Highway Division publishes annual estimates of average daily traffic for various points along Interstate 5 in the Wolf Creek area. There are, however, no published estimates pertaining to weekly or seasonal traffic flow. Accordingly, through application of computerized analysis and with reference to permanent traffic recordings at the Division's Grave Creek station (11.5 miles south of Wolf Creek), we prepared weekly, monthly and annual estimates of Interstate 5 traffic volume in the Wolf Creek area. These estimates are detailed in Table 4. To summarize volume (two-way basis):

	1975		1972		1969	
	Vehicles	Pct.	Vehicles	Pct.	Vehicles	Pct.
Volume Type:						
Oregon Passenger Cars	1,23[illegible],100	34.7%	1,429,596	42.0%	1,022,347	42.6%
Out-of-State Cars	730,800	20.6	755,644	22.2	547,172	22.8
Other Light Vehicles	674,100	19.0	503,762	14.8	345,582	14.4
Total Light Vehicles	2,636,000	74.3	2,689,002	79.0	1,915,101	79.8
Camper-Light Trailers	110,000	3.1	112,326	3.3	55,197	2.3
Other Trucks	787,600	22.2	588,859	17.3	412,779	17.2
Buses	14,200	0.4	13,616	0.4	16,799	0.7
Total Heavy Vehicles	911,800	25.7	714,799	21.0	484,775	20.2
Total Volume	3,547,800	100.0%	3,403,801	100.0%	2,399,876	100.0%
Volume Pattern:						
Weekday Traffic	2,498,615	70.4%	2,326,530	68.4%	1,642,485	68.4%
Weekend Traffic	1,049,185	29.6	1,077,271	31.6	757,391	31.6
Total Volume	3,547,800	100.0%	3,403,801	100.0%	2,399,876	100.0%

Table 4

TRAFFIC VOLUME
Interstate Highway 5
At Wolf Creek, Oregon
(Two-Way Basis - All Vehicles)

	1969	1970	1971	1972	1973	1974	1975
Weekday Traffic:							
Jan.	86,798	107,107	110,480	139,445	145,120	151,938	157,801
Feb.	85,081	102,641	109,073	132,867	141,480	128,247	142,993
Mar.	112,735	141,475	162,542	174,381	195,876	151,141	189,607
Apr.	120,247	128,584	149,976	153,950	180,096	174,462	180,688
May.	129,474	131,380	155,394	193,120	199,214	197,055	205,625
Jun.	159,646	175,904	197,548	239,589	237,129	224,428	240,492
Jul.	195,830	221,648	236,562	231,476	243,625	270,119	287,274
Aug.	203,290	241,603	267,377	285,212	273,717	281,794	279,995
Sep.	169,196	210,617	226,203	236,087	193,723	218,933	231,632
Oct.	132,315	165,317	178,242	169,871	186,623	196,797	206,203
Nov.	116,380	142,393	176,091	187,916	146,923	174,321	173,476
Dec.	131,493	144,930	182,988	182,616	182,516	180,070	202,829
Total	1,642,485	1,913,599	2,152,476	2,326,530	2,326,042	2,349,295	2,498,615
Weekend Traffic:							
Jan.	34,377	51,417	62,331	70,304	53,006	36,870	65,606
Feb.	37,638	45,840	48,720	54,772	58,824	38,518	55,654
Mar.	65,298	71,229	71,555	74,607	93,141	62,490	87,015
Apr.	51,882	55,107	68,170	85,711	87,613	59,761	68,452
May.	57,486	68,797	81,520	72,640	79,443	66,859	85,655
Jun.	84,866	79,119	88,633	101,315	121,074	118,444	112,122
Jul.	77,180	97,195	106,806	152,940	114,640	101,059	106,570
Aug.	108,920	128,430	141,193	127,679	97,945	124,501	144,020
Sep.	66,892	83,751	92,127	108,840	99,944	96,297	85,015
Oct.	51,651	72,270	85,103	71,229	63,484	70,016	70,709
Nov.	66,427	71,715	72,923	73,322	60,658	71,594	90,186
Dec.	54,774	62,906	49,193	83,912	83,935	89,295	79,181
Total	757,391	887,776	968,274	1,077,271	1,013,707	935,704	1,049,185
Total Traffic:							
Jan.	121,175	158,524	172,811	209,749	198,126	188,808	223,407
Feb.	122,719	148,481	157,793	187,639	200,304	166,765	198,647
Mar.	178,033	212,704	234,097	248,988	289,017	213,631	276,622
Apr.	172,129	183,691	218,146	239,661	267,709	234,213	249,140
May.	186,960	200,177	236,914	265,760	278,657	263,914	291,280
Jun.	244,512	255,023	286,181	340,904	358,203	342,872	352,614
Jul.	273,010	318,843	343,368	384,416	358,265	371,178	392,844
Aug.	312,210	370,033	408,570	412,891	371,662	406,295	424,015
Sep.	236,088	294,368	318,330	344,927	293,667	315,230	316,647
Oct.	183,966	237,587	263,345	241,100	250,107	266,813	276,912
Nov.	182,807	214,108	249,014	261,238	207,581	245,915	263,662
Dec.	186,267	207,836	232,181	266,528	266,451	269,365	282,010
Total	2,399,876	2,801,375	3,120,750	3,403,801	3,339,749	3,284,999	3,547,800

Note: Columns may not add to totals due to rounding.
Source: Computer Estimates By Jack Jarvis & Company,Inc. February 20, 1976.

Noteworthy is the large volume of traffic occurring during the peak summer vacation months (June, July, August), heavy vehicle traffic, and out-of-state vehicles. These characteristics are not surprising considering the multi-state nature of Interstate 5.

Retail-Commercial Inventory

Wolf Creek's retail-commercial inventory consists of three service stations (Shell, 76 Union, Arco), the Hungry Wolf Cafe, Hungry Wolf Motel (10 units), Stagecoach Motel (8 units), Pioneer Grocery (convenience market and general store) and Wolf Creek Country Store (convenience market and general store). Both general stores are small and under new management being purchased by their respective owners in 1975.

Recreation

Recreational attractions in the Wolf Creek area are generally undeveloped and associated with outdoor sports pastimes. A paved county road extends westward leading from Wolf Creek to several attractive, scenic camping and fishing sites along the Rogue River, as well as to the Siskiyou National Forest. Access to this county road, just north of the Wolf Creek Tavern site, is obscured, unmarked and difficult to locate. Yet, it is one of the most direct routes to the Rogue River, Illahe and Agness.

Wolf Creek area recreational growth potential is suggested by annual visitation statistics for Josephine County's Wolf Creek Campground, a recreational site about one-half mile west of the community.

In 1966, this campground experienced 1,500 visitors, a volume which doubled by 1970. Last year (1975), some 30,890 persons visited the campground or, in other words, 29,390 more than in 1966:

	Visitors	Annual Change	
		Number	Percent
1966	1,500	-	
1967	2,000	500	33.3%
1968	2,500	500	25.0%
1969	2,600	100	4.0%
1970	3,000	400	15.4%
1971	3,500	500	16.7%
1972	17,843	14,343	409.8%
1973	14,000	(3,843)	(21.5%)
1974	15,000	1,000	7.1%
1975	30,890	15,890	105.9%
Increase, 1966-1975	-	29,390	-

DEMAND POTENTIAL AND COMPETITION

Proposed Wolf Creek Tavern use includes food and beverage functions, meetings and conferences, and overnight guest accommodations. The principal sources of demand for these uses are twofold, namely:

- o Tourists, vacationers, visitors and other travelers on Interstate Highway 5.
- o Wolf Creek community and other local area residents.

Of these, the first is substantially the larger, but characterized by severe seasonal fluctuations; the second, while smaller, does not have this seasonal characteristic.

Tourists and Visitors

Gasoline shortages, declining personal discretionary income, inflation and sluggish economic activity are among the several conditions unfavorably influencing tourist and visitor volumes in the Wolf Creek vicinity as well as elsewhere. These elements undoubtedly contribute to 1975 tourist declines as shown in Table 5.

> By "tourists and visitors" we are referring to persons non-resident to the Wolf Creek area, traveling for pleasure and recreational purposes, who either pass through the Wolf Creek area on Interstate 5 and/or stop in this locality.

Wolf Creek area visitation is placed at 2,466,530 persons in 1975, about the same as in 1972, and 157,150 (6.4 percent) less than in 1974. Weekday visitors (1,288,820) represent 52.3 percent of the 1975 total. Approximately 51.2 percent of all visitation occurs during the three summer months. Weekend visitation, during the months of December and January, is characterized by persons traveling to the various Rogue River winter sports areas (i.e., Mt. Ashland) and the year-round flow of visitors is also influenced by Ashland

Table 5

TOURISTS & RECREATIONAL VISITORS
Wolf Creek Area, Oregon
1969 - 1975

	1969	1970	1971	1972	1973	1974	1975
Weekday Visitors:							
Jan.	7,740	13,310	12,030	20,170	16,850	44,440	31,390
Feb.	6,070	7,350	7,790	9,500	10,120	9,170	10,230
Mar.	45,620	65,690	88,510	69,820	90,020	44,570	76,030
Apr.	54,780	42,800	67,550	35,920	63,140	77,200	61,670
May.	68,150	45,850	72,180	92,700	87,630	110,550	93,750
Jun.	139,440	137,950	161,510	197,900	174,750	182,190	173,910
Jul.	218,580	230,800	245,260	184,210	200,250	281,170	276,410
Aug.	229,660	273,340	304,000	294,980	254,820	309,660	263,940
Sep.	116,770	146,210	153,530	136,140	57,940	124,940	110,700
Oct.	64,890	82,490	82,760	44,820	62,010	97,880	78,080
Nov.	42,640	49,410	81,420	71,080	9,260	69,120	33,420
Dec.	64,830	54,710	91,850	66,020	60,920	80,500	79,290
Total	1,059,170	1,149,910	1,368,390	1,223,260	1,087,710	1,431,390	1,288,820
Weekend Visitors:							
Jan.	24,770	40,660	54,820	61,640	34,080	25,410	54,010
Feb.	29,590	32,780	34,830	39,160	42,060	27,540	39,800
Mar.	74,570	74,660	72,840	72,500	98,140	67,270	90,720
Apr.	53,970	49,690	68,280	91,090	90,580	63,460	62,700
May.	63,600	72,400	90,080	70,080	77,430	75,500	89,950
Jun.	132,840	108,530	122,980	142,350	177,660	195,980	162,290
Jul.	119,830	146,600	162,480	250,300	169,380	163,930	152,300
Aug.	186,080	213,250	234,400	200,860	134,910	215,260	234,340
Sep.	71,440	85,560	94,320	115,670	98,720	111,960	78,840
Oct.	48,580	68,270	82,640	59,990	46,690	72,380	57,620
Nov.	69,060	66,310	64,220	61,970	42,790	73,900	84,990
Dec.	52,510	54,100	30,430	77,660	76,230	99,700	70,050
Total	926,840	1,012,810	1,112,320	1,243,270	1,088,670	1,192,290	1,177,610
Total Visitors:							
Jan.	32,510	53,970	66,850	81,810	50,930	69,850	85,400
Feb.	35,660	40,130	42,620	48,660	52,180	36,710	50,030
Mar.	120,190	140,350	161,350	142,320	188,160	111,840	166,750
Apr.	108,750	92,490	135,830	127,010	153,720	140,660	124,370
May.	131,750	118,250	162,260	162,780	165,060	186,050	183,700
Jun.	272,280	246,480	284,490	340,250	352,410	378,170	336,200
Jul.	338,410	377,400	407,740	434,510	369,630	445,100	428,710
Aug.	415,740	486,590	538,400	495,840	389,730	524,920	498,280
Sep.	188,210	231,770	247,850	251,810	156,660	236,900	189,540
Oct.	113,470	150,760	165,400	104,810	108,700	170,260	135,700
Nov.	111,700	115,720	145,640	133,050	52,050	143,020	118,410
Dec.	117,340	108,810	122,280	143,680	137,150	180,200	149,340
Total	1,986,010	2,162,720	2,480,710	2,466,530	2,176,380	2,623,680	2,466,430

Note: Columns may not add to totals due to rounding.
Source: Computer Estimates by Jack Jarvis & Company, Inc. February 25, 1976.

Shakespearian Festival attractions. Nevertheless, these activities have not resulted in a balanced year-round flow of tourist volume and it can be reasonably anticipated that any Wolf Creek establishment seeking to attract passing tourists and vacationers will experience distinct seasonal patronage fluctuations.

Projected Tourism

Table 6 presents our Wolf Creek area tourist, vacationer and visitor projections for 1978-1990, classified by month. Projections assume 1969-1975 tourist flow patterns (statistically adjusted for irregularities caused by the 1973-1974 gasoline shortages), modified to allow for future energy shortcomings, income and economic constraints. Resulting estimates are conservative.

Perhaps 4.0 million tourists will pass through, or frequent, the Wolf Creek vicinity in 1990, about 1.5 million more than estimated for 1975. Little change is expected in the proportion of summer tourists although first quarter visitation (January, February, March) may gradually increase.

Summarizing:

1975	2,466,430
1978	2,700,000
1980	2,834,300
1984	3,097,600
1990	3,999,900

Tourist and Visitor Potential

Based upon previous Oregon State Highway Division tourist and visitor expenditure studies, the above tourist-visitor projection, and allowing for inflation, we have estimated the dollar expenditure potential, represented by tourists and visitors, for food, beverage and lodging expenditure classifications.

By 1978, this source of patronage could represent a food and beverage annual dollar volume potential in the order of $9.5 million . . . projected at $20.0 million for 1990. During this same period, lodging potential could increase

Table 6

PROJECTED TOURISTS & VISITORS
Wolf Creek Area, Oregon
1978 - 1990
(Thousands of Persons)

	1978		1980		1982		1984		1986		1988		1990	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
Jan.	116.3	4.3	132.1	4.7	147.8	5.0	163.3	5.3	177.7	5.5	191.7	5.8	203.8	6.0
Feb.	57.6	2.1	62.1	2.2	66.6	2.2	71.0	2.3	75.0	2.3	78.8	2.4	82.0	2.4
Mar.	180.2	6.7	191.9	6.8	203.4	6.9	214.7	6.9	224.9	7.0	234.6	7.1	242.3	7.1
Apr.	136.1	5.0	142.6	5.0	149.0	5.0	155.4	5.0	160.8	5.0	166.0	5.0	169.9	5.0
May.	211.1	7.8	230.0	8.1	248.7	8.4	267.1	8.6	284.0	8.8	300.2	9.0	313.8	9.2
Jun.	385.7	14.3	414.0	14.6	441.9	14.9	469.5	15.2	494.2	15.4	518.2	15.6	537.5	15.8
Jul.	476.8	17.7	503.3	17.8	529.5	17.8	555.4	17.9	578.1	18.0	599.9	18.1	616.5	18.1
Aug.	521.5	19.3	536.5	18.9	551.2	18.6	565.7	18.3	577.2	18.0	588.0	17.7	594.1	17.5
Sep.	199.2	7.4	194.1	6.8	188.9	6.4	183.7	5.9	177.7	5.5	171.8	5.2	164.7	4.8
Oct.	120.5	4.5	118.7	4.2	116.9	3.9	115.1	3.7	112.7	3.5	110.3	3.3	107.2	3.2
Nov.	124.0	4.6	124.8	4.4	125.6	4.2	126.3	4.1	126.4	3.9	126.4	3.8	125.5	3.7
Dec.	170.4	6.3	183.7	6.5	196.9	6.6	209.8	6.8	221.6	6.9	232.9	7.0	242.1	7.1
Total	2,700.0	100.0	2,834.3	100.0	2,966.8	100.0	3,097.6	100.0	3,210.8	100.0	3,319.4	100.0	3,399.9	100.0

Note: Columns may not add to totals due to rounding.
Source: Computerized Regression Analysis By Jack Jarvis & Company, Inc. February 26, 1976.

from $7.6 million (1978) to $16.0 million (1990):

PERSONAL EXPENDITURE POTENTIAL
Selected Expenditure Classifications
Table 7 — Wolf Creek Area Tourists and Vacationers
(In Thousands of Current Dollars)

	Eating & Drinking	Overnight Lodging	Total Potential
1978	$ 9,477	$ 7,560	$17,037
1980	10,940	8,758	19,698
1982	12,579	10,057	22,636
1984	14,866	11,461	26,327
1986	16,247	12,972	29,219
1988	18,157	14,506	32,662
1990	20,025	15,980	36,005

Note: Based upon average daily per person expenditure patterns reflected by Oregon State Transportation Department Surveys; Tourist projections (Table 6).

Source: Estimated and Projected by Jack Jarvis & Company, Inc. May 10, 1976.

Not all potential depicted above will accrue to Wolf Creek establishments since facilities in Grants Pass, Medford, Ashland, Roseburg and elsewhere will attract patronage. Wolf Creek establishments may attract only a fractional portion of this potential.

Trade Area Resident Potential

The Effective Retail Trade Area of the Wolf Creek Tavern is defined as that area lying within a five-mile radius of the Wolf Creek community. This area is estimated to contain a 1976 population of 1,600 and some 650 households. The area's eating and drinking establishment sales potential may approach

$419,700 by 1978, increasing to $898,300 by 1990:

RESIDENT DEMAND POTENTIAL
Eating and Drinking Establishments
Table 8 Wolf Creek Effective Retail Trade Area
(In Thousands of Current Dollars)

Year	Estimated Households	Gross Personal Income	Consumption Expenditures: Eating Establishments	Consumption Expenditures: Drinking Establishments	Total Potential
1978	680	$ 8,306.0	$336.9	$ 82.8	$419.7
1980	710	9,459.6	383.7	94.3	478.0
1982	750	10,838.6	439.6	108.0	547.6
1984	790	12,332.0	500.2	122.9	623.1
1986	810	13,743.4	557.5	137.0	694.5
1988	860	15,782.5	640.2	157.3	797.5
1990	900	17,778.5	721.1	177.2	898.3

Source: Estimated and Projected by Jack Jarvis & Company, Inc. May 10, 1976.

Competition

Local competition applicable to Wolf Creek Tavern restored facilities consists of the Hungry Wolf Cafe, Hungry Wolf Motel (10 units) and Stagecoach Motel (8 units). The latter accommodation is poorly located at the southeast quadrant of the south Wolf Creek Interstate 5 exit, having limited exposure to passing vehicles and with difficult, circuitous access. The Hungry Wolf Motel, near the Hungry Wolf Cafe, does have superior exposure and access advantages and, of course, convenience to dining services. This accommodation is of somewhat modest, unattractive appearance, of fair quality and suffers from noise, congestion and other adverse disturbances evident in the Cafe's patronage.

Local overnight room rates range from $6 to $18.

The most successful Wolf Creek retail enterprise is the Hungry Wolf Cafe; perhaps one of the most popular eating establishments catering to truckers in Southern Oregon. The Cafe operates with three shifts, 24 hours per day, year-round. It has 2,500 square feet of gross building area, and maximum seating for 46. Reportedly, there are no plans for expansion. Because the Cafe is oriented toward commercial patronage, its manager-owner does not believe the Wolf Creek Tavern is competitive.

Other Southern Oregon food, beverage and overnight guest room competition is extensive. Grants Pass, Ashland, Medford and Roseburg all have ample inventories. It may be expected that these accommodations will derive the majority of all available overnight room, eating and drinking potential, especially that pertaining to vacationer and visitor volume.

We have compiled an inventory of Southern Oregon competitive accommodations which, for brevity, is omitted from this report. We note, however, that the typical in-season overnight room rate, associated with modern better quality accommodations, is $18-$24 for a double occupancy. For overnight accommodations of excellent quality (i.e., Red Lion, Medford), room rates in the $20-$30 range are typical.

ESTIMATED MARKET SHARE

The Wolf Creek Tavern is unique in at least two respects. First, it is an historical landmark. Second, it is owned by the State of Oregon. The first, suggests the facility will be associated with better than average tourist-visitor interest; the second, implies roadside signing and other designations, promotion in State tourist and visitor materials and publications and similar support.

On the other hand, consider that the Tavern is remotely located, within an area of limited population and modest purchasing power, and subject to competitive interception both to the north and south along Interstate 5. Thus, to sustain acceptable demand realization, the Tavern must pull patronage past competition, and pull back patronage from higher density urban areas (i.e., Grants Pass) where residents are presented the alternate choice of more convenient food and beverage destinations.

Consider also, that the Tavern faces local competition from the two motels and popular, well-patronized, Hungry Wolf Cafe. Should the Tavern be restored, the Cafe could be advantageously expanded, remodeled and refurbished for the purpose of securing a large share of increased demand attraction resulting from the restoration action. Yet, Cafe expansion, in turn, may prove advantageous for the Tavern operator since it would more definitively establish Wolf Creek as a desirable Interstate 5 "wayside stop".

Sources of Room Occupancy

In estimating guest room patronage potentially available to the Wolf Creek Tavern, separate estimates are developed for each guest source. These include: tourists and vacationers, business travelers, group meetings and conferences, banquets and miscellaneous patronage demand components.

- Tourists and Vacationers. Tourist and vacationer overnight guest room demand is the largest Wolf Creek Tavern room patronage source, accounting for an estimated 63.0 percent of

1978 occupancy. Close to half of all tourist occupancy is achieved during the summer months.

Guest rooms in the Tavern will appeal to the visitor desiring a comfortable accommodation, in a unique setting, with intimate, pleasurable dining and beverage services convenient. However, this guest may not stay longer than one night. Tourist-vacationer room patronage is placed at 1,170 room days in 1978, decreasing to 1,130 by 1982 with a further decrease to 1,070 by 1986. Declines in occupancy result from room shortages caused by increasing demand from other Tavern patronage:

	1978		1982		1986	
	Rm. Days	Percent	Rm. Days	Percent	Rm. Days	Percent
January	60	5.1%	60	5.3%	60	5.6%
February	30	2.6	30	2.7	30	2.8
March	90	7.7	90	8.0	90	8.4
April	70	6.0	70	6.2	70	6.5
May	90	7.7	90	8.0	90	8.4
June	140	12.0	130	11.5	120	11.2
July	190	16.2	170	15.0	150	14.0
August	210	17.9	190	16.8	150	14.0
September	90	7.7	90	8.0	100	9.3
October	60	5.1	70	6.2	70	6.5
November	60	5.1	60	5.3	60	5.6
December	80	6.8	80	7.1	80	7.5
Total	1,170	100.0%	1,130	100.0%	1,070	100.0%

Note: Percentages may not add to totals due to rounding.

o Business Travelers. Businessmen traveling Interstate Highway 5 should find the Wolf Creek Tavern a refreshing interlude. Still, a large volume of patronage may not result from this source since commercial travelers typically stay at their destination, convenient to the next day's commitments. We anticipate that business traveler patronage will be of one-night duration, distributed evenly throughout the year, and resulting in an annual occupancy total of 200-240 room days.

- Group Meetings and Business Conferences. The Tavern is well located to accommodate group meetings, especially executive and sales conferences involving, say, up to 18 persons. Southern Oregon sales representatives, meeting with their regional manager, is an example. Encouragement of such demand, during the tourist off-season, will increase year-round volume. Group meeting room demand is estimated to account for 235 room days in 1978; 260, 1982; 300, 1986.

- Banquets. The Tavern is well arranged to accommodate banquet functions. Therefore, assuming satisfactory serving and cuisine qualities, many banquet groups will find the Tavern attractive. In turn, room sales will benefit since some banquet guests will want to defer the tiresome trip home after their function. An annual room occupancy of 210-340 room days is projected for this source.

- Other and Miscellaneous Sources. Other types of motor hotel patrons (including guests of local residents, special events, etc.), not separately classified above, could constitute from two to seven percent of all room occupancy experienced at the Tavern or, in other words, approximately 40-140 room nights each year.

Tables 9, 10 and 11, and the following, summarize estimated Wolf Creek Tavern room patronage:

	1978		1982		1986	
	Rm. Days	Percent	Rm. Days	Percent	Rm. Days	Percent
January	115	6.2%	125	6.3%	130	6.2%
February	84	4.5	95	4.8	100	4.8
March	147	7.9	165	8.3	170	8.1
April	136	7.3	155	7.8	160	7.7
May	161	8.7	180	9.0	180	8.6
June	190	10.2	200	10.1	200	9.6
July	234	12.6	230	11.6	240	11.5
August	254	13.7	240	12.1	240	11.5
September	153	8.2	165	8.3	190	9.1
October	119	6.4	145	7.3	160	7.7
November	125	6.7	135	6.8	150	7.2
December	139	7.5	155	7.8	170	8.1
Total	1,857	100.0%	1,990	100.0%	2,090	100.0%

Note: Percentages may not add to totals due to rounding.

Table 9

OCCUPANCY DEMAND ANALYSIS
Classified by Source
Wolf Creek Tavern
1978
(In Occupied Room Days)

Month	Available Rooms	Demand Source Code 1 Rm. Days	%	2 Rm. Days	%	3 Rm. Days	%	4 Rm. Days	%	5 Rm. Days	%	Total Rm. Days	%	Percent Occupancy
Jan.	279	60	5.1%	17	8.5%	18	7.7%	18	8.5%	2	5.0%	115	6.2%	41.2%
Feb.	252	30	2.6	16	8.0	18	7.7	18	8.5	2	5.0	84	4.5	33.3%
Mar.	279	90	7.7	18	9.0	18	7.7	18	8.5	3	7.5	147	7.9	52.7%
Apr.	270	70	6.0	18	9.0	27	11.5	18	8.5	3	7.5	136	7.3	50.4%
May.	279	90	7.7	16	8.0	27	11.5	25	11.8	3	7.5	161	8.7	57.7%
Jun.	270	140	12.0	17	8.5	18	7.7	10	4.7	5	12.5	190	10.2	70.4%
Jul.	279	190	16.2	17	8.5	12	5.1	10	4.7	5	12.5	234	12.6	83.9%
Aug.	279	210	17.9	17	8.5	12	5.1	10	4.7	5	12.5	254	13.7	91.0%
Sep.	270	90	7.7	17	8.5	25	10.6	18	8.5	3	7.5	153	8.2	56.7%
Oct.	279	60	5.1	16	8.0	25	10.6	15	7.1	3	7.5	119	6.4	42.7%
Nov.	270	60	5.1	16	8.0	20	8.5	27	12.7	2	5.0	125	6.7	46.3%
Dec.	279	80	6.8	15	7.5	15	6.4	25	11.8	4	10.0	139	7.5	49.8%
Total	3,285	1,170	100.0%	200	100.0%	235	100.0%	212	100.0%	40	100.0%	1,857	100.0%	56.5%
		(63.0)		(10.8)		(12.7)		(11.4)		(2.2)		(100.0%)		

Demand Source Code: 1. Tourists & Vacationers 2. Business Travelers 3. Meetings & Conferences 4. Banquets 5. Miscellaneous

Note: Columns may not add to totals due to rounding.
Number of rooms assumed: 9

Source: Jack Jarvis & Company, Inc. May 10, 1976.

Table 10

OCCUPANCY DEMAND ANALYSIS
Classified by Source
Wolf Creek Tavern
198X
(In Occupied Room Days)

Month	Available Rooms	Demand Source Code 1 Rm.Days	%	2 Rm.Days	%	3 Rm.Days	%	4 Rm.Days	%	5 Rm.Days	%	Total Rm.Days	%	Percent Occupancy
Jan.	279	60	5.3%	20	8.3%	20	7.7%	20	7.1%	5	6.3%	125	6.3%	44.8%
Feb.	252	30	2.7	20	8.3	20	7.7	20	7.1	5	6.3	95	4.8	37.7%
Mar.	279	90	8.0	20	8.3	30	11.5	20	7.1	5	6.3	165	8.3	59.1%
Apr.	270	70	6.2	20	8.3	30	11.5	30	10.7	5	6.3	155	7.8	57.4%
May.	279	90	8.0	20	8.3	30	11.5	30	10.7	10	12.5	180	9.0	64.5%
Jun.	270	130	11.5	20	8.3	20	7.7	20	7.1	10	12.5	200	10.1	74.1%
Jul.	279	170	15.0	20	8.3	10	3.8	20	7.1	10	12.5	230	11.6	82.4%
Aug.	279	190	16.8	20	8.3	10	3.8	10	3.6	10	12.5	240	12.1	86.0%
Sep.	270	90	8.0	20	8.3	30	11.5	20	7.1	5	6.3	165	8.3	61.1%
Oct.	279	70	6.2	20	8.3	30	11.5	20	7.1	5	6.3	145	7.3	52.0%
Nov.	270	60	5.3	20	8.3	20	7.7	30	10.7	5	6.3	135	6.8	50.0%
Dec.	279	80	7.1	20	8.3	10	3.8	40	14.3	5	6.3	155	7.8	55.6%
Total	3,285	1,130	100.0%	240	100.0%	260	100.0%	280	100.0%	80	100.0%	1,990	100.0%	60.6%
		(56.8)		(12.1)		(13.1)		(14.1)		(4.0)		(100.0%)		

Demand Source Code: 1. Tourists & Vacationers 2. Business Travelers 3. Meetings & Conferences
4. Banquets 5. Miscellaneous

Note: Columns may not add to totals due to rounding.
Number of rooms assumed: 9

Source: Jack Jarvis & Company, Inc. May 10, 1976.

Table 11

OCCUPANCY DEMAND ANALYSIS
Classified by Source
Wolf Creek Tavern
1986
(In Occupied Room Days)

Month	Available Rooms	Demand Source Code 1 Rm. Days	%	2 Rm. Days	%	3 Rm. Days	%	4 Rm. Days	%	5 Rm. Days	%	Total Rm. Days	%	Percent Occupancy
Jan.	279	60	5.6%	20	8.3%	20	6.7%	20	5.9%	10	7.1%	130	6.2%	46.6%
Feb.	252	30	2.8	20	8.3	20	6.7	20	5.9	10	7.1	100	4.8	39.7%
Mar.	279	90	8.4	20	8.3	30	10.0	20	5.9	10	7.1	170	8.1	60.9%
Apr.	270	70	6.5	20	8.3	30	10.0	30	8.8	10	7.1	160	7.7	59.3%
May.	279	90	8.4	20	8.3	30	10.0	30	8.8	10	7.1	180	8.6	64.5%
Jun.	270	120	11.2	20	8.3	20	6.7	30	8.8	10	7.1	200	9.6	74.1%
Jul.	279	150	14.0	20	8.3	20	6.7	30	8.8	20	14.3	240	11.5	86.0%
Aug.	279	150	14.0	20	8.3	20	6.7	30	8.8	20	14.3	240	11.5	86.0%
Sep.	270	100	9.3	20	8.3	30	10.0	30	8.8	10	7.1	190	9.1	70.4%
Oct.	279	70	6.5	20	8.3	30	10.0	30	8.8	10	7.1	160	7.7	57.3%
Nov.	270	60	5.6	20	8.3	30	10.0	30	8.8	10	7.1	150	7.2	55.6%
Dec.	279	80	7.5	20	8.3	20	6.7	40	11.8	10	7.1	170	8.1	60.9%
Total	3,285	1,070	100.0%	240	100.0%	300	100.0%	340	100.0%	140	100.0%	2,090	100.0%	63.6%
		(51.2)		(11.5)		(14.4)		(16.3)		(6.7)		(100.0%)		

Demand Source Code: 1. Tourists & Vacationers 2. Business Travelers 3. Meetings & Conferences 4. Banquets 5. Miscellaneous

Note: Columns may not add to totals due to rounding.
Number of rooms assumed: 9

Source: Jack Jarvis & Company, Inc. May 10, 1976.

Room Amenities and Rate Structure

Although the Tavern's overnight rooms will be in a restored, historic structure, it is assumed (and recommended) that room comforts and qualities compare closely to those of first-class, modern motor-hotels. Carpeting, pleasant decor, soundproofing, comfortable beds and convenient, clean fixtures are essential in fulfilling today's preferences. Of these, soundproofing is of significance if the Tavern's guests are to be protected from the all night rumble of truckers stopping at the Hungry Wolf Cafe.

An overnight room rate comparable to Southern Oregon Class A accommodations is implied. Considering the Southern Oregon rate structure, we recommend (and the foregoing occupancy estimates assume) this initial rate structure (in 1976 dollars):

Single	$18.00-$22.00
Double	22.50- 26.50
Commercial (Single)	17.50- 20.00
Group Functions:	
Single	Commercial Rate
Double	20.00- 24.00

The recommended rate structure does not have "in-season" provisions since the Tavern can be expected to primarily serve "transit" (as opposed to "terminal") guest volume, largely of tourist description year-round. Discounted off-season rates, usually desirable in the attraction of repeat destination patronage, do not seem appropriate. Instead, commercial guests and those attending group functions should receive discounted rates to insure their continued interest in the Tavern, and their repeat patronage.

Food and Beverage Volume

For every two meals consumed at home, Americans eat one meal out, a characteristic becoming increasingly common. Indeed, restaurant industry sources predict that this ratio may become equal by 1980.

Most people who dine away from home . . . including tourists and businessmen as well as local residents . . . seek variety, good food and service,

and an interesting atmosphere. This holds for a service restaurant, a classification of eating establishment which includes the Wolf Creek Tavern.

Our estimates and projections of food and beverage volume assume a quality dining atmosphere and limited menu appropriate to the late 19th and early 20th Century Northwest. Dinner is the principal meal served year-round with lunch and breakfast services given limited attention.

Food and beverage volume estimates consider demand by separate source classifications:

- Overnight Room Guests. Overnight room guests comprise 12.5 percent (or $29,300) of the Tavern's estimated 1978 food and beverage volume ($234,600). By 1986, overnight room guests could contribute $30,800 (9.8 percent) toward the Tavern's total food and beverage gross revenues ($312,700).

- Visitors. Persons and groups (including visitors from Grants Pass, Medford, etc.) stopping to view the Tavern and dine at its facilities constitute the second most important source of food and beverage volume, representing $80,100 (25.6 percent) of the Tavern's estimated 1978 total. Like overnight guest patronage, this volume will prove highly seasonal and may decline by 1980 as the result of greater Tavern use by other patronage sources.

- Group Functions. About $9,100 (or 3.9 percent) of the estimated 1978 Inn total may result from group functions (meetings, conferences, banquets, etc.). If successful attraction of group functions is achieved, positive and aggressive operator solicitation effort is required. Given this effort, our estimate of group function food and beverage volume should prove conservative.

- Area Residents. Quality, family dining services are not available within the defined Trade Area. Accordingly, it is anticipated that the Tavern will fulfill a local need. Furthermore, the Inn's several private dining rooms, exhibit and meeting areas may encourage the Wolf Creek community to use it as a community attraction and meeting place. This function is an important one, and historically authentic since, in previous decades, Inns were employed to this end. Perhaps

25 to 50 percent of projected Trade Area food and beverage volume potential can accrue to the Wolf Creek Tavern. Our estimate is placed at $105,300 (44.9 percent of the Tavern's 1978 volume expectancy), a figure projected to $140,000 in 1986.

Table 12 summarizes 1978, 1982 and 1986 Wolf Creek Tavern food and beverage volume estimates.

Food and Beverage Volume Seasonality

The foregoing Wolf Creek Tavern food and beverage volume estimates are seasonally distributed below (in constant 1976 dollars):

	1978		1986	
	Dollars	Percent	Dollars	Percent
January	$ 14,900	6.4%	$ 22,100	7.1%
February	12,400	5.3	17,600	5.6
March	17,700	7.5	24,100	7.7
April	15,700	6.7	21,300	6.8
May	18,900	8.1	26,600	8.5
June	26,400	11.3	35,900	11.5
July	30,300	12.9	39,900	12.7
August	32,200	13.7	40,000	12.8
September	18,500	7.9	22,100	7.1
October	15,100	6.4	19,300	6.2
November	15,300	6.5	19,800	6.3
December	17,200	7.3	24,000	7.7
Total Expectancy	$234,600	100.0%	$312,700	100.0%

Table 12

ESTIMATED VOLUME EXPECTANCY
Food and Beverage Departments
Wolf Creek Tavern
(In Constant 1976 Dollars)

	1976		1982		1986	
	Dollars	Percent	Dollars	Percent	Dollars	Percent
Food Department						
Overnight Guests:						
Tourists & Vacationers	$ 16,600	7.1%	$ 15,200	5.4%	$ 14,400	4.6%
Business Travelers	1,200	0.5	1,500	0.5	1,500	0.5
Group Meetings & Conferences	2,600	1.1	2,900	1.0	3,300	1.1
Group Banquets	1,900	0.8	2,500	0.9	3,000	0.9
Other & Miscellaneous	500	0.2	1,000	0.4	1,800	0.6
Total - Overnight Guests	22,800	9.7	23,100	8.2	24,000	7.7
Other Patronage:						
Tourists, Vacationers, Visitors	65,900	28.1	72,500	25.8	78,400	25.1
Trade Area Residents	82,000	35.0	105,000	37.4	115,000	36.8
Group Functions	7,100	3.0	10,700	3.8	12,700	4.0
Total - Other Patronage	155,000	66.1	188,200	67.0	206,100	65.9
Total - Food Department Expectancy	177,800	75.8	211,300	75.2	230,100	73.6
Beverage Department						
Overnight Guests	6,500	2.8	6,500	2.3	6,800	2.2
Other Patronage	50,300	21.4	63,100	22.5	75,800	24.2
Total - Beverage Department Expectancy	56,800	24.2	69,600	24.8	82,600	26.4
Total Food & Beverage Department Expectancy	$234,600	100.0%	$280,900	100.0%	$312,700	100.0%
Increase			$46,300		$31,800	
Percent Increase			19.7%		11.3%	

Source: Estimated & Projected by Jack Jarvis & Company, Inc. May, 1976.

CONCLUDING EVALUATION, RECOMMENDATIONS AND FINANCIAL PROFILE

Restoration Recommendations

Wolf Creek Tavern Evolution Scheme B possesses the best economic profile of the several restoration alternatives described in this report and the many considered by the design team throughout the study effort. Therefore, it is recommended for consideration by the Wolf Creek Tavern Advisory Committee.

The Tavern's grounds should be restored to an attractive, landscaped state with maximum retention of existing trees and mature shrubs. Landscaped, on-site parking, not to exceed 25-30 spaces adjacent to the west property line are recommended for employee, overnight guest and meeting-banquet guest usage. Off-site parking should not exceed 50 spaces. This parking inventory will not accommodate all visitors stopping at the Tavern during the peak vacation period. It will, however, discourage overuse of the building and premises and is adequate to serve paying patronage.

Retention of the "White House" is recommended provided it is used for site and/or building maintenance and storage purposes, and the costs of rehabilitation are less than for a new structure.

Operating Arrangements

The State of Oregon should assume all responsibilities for building and site caretaking, maintenance and repair, security and general supervision of the premises. This requires day-to-day part-time inspections and supervision by designated State employees. In our view, this role is essential if the Tavern's historical significance and the public interest are safeguarded. Moreover, all furniture, fixtures, furnishings and historical display objects should be provided by the State, repaired and replaced over time as required.

Operation of the food, beverage, lodging, conference, meeting and banquet functions can be best accomplished by a private entrepreneur, qualified as

assumed in this analysis heretofore. This managing agent is responsible for sales, service and operations. He provides expendable items of the inventory. Our definition of "expendable items" includes bedding, tableware, linens, glassware, printed materials, meeting-conference equipment, cash registers, telephone and telephone servicing, reservation equipment, coin-operated machines and the like. Kitchenware, such as pots, pans, knives, cooking and serving dishes, serving and pickup carts, are included in this definition but kitchen equipment, such as warming ovens, refrigerated storage and stoves, are not.

The managing agent guarantees his conduct and gives the State a performance bond to this effect.

The agent is not a "tenant" but, rather, a concession operator. His contract with the State is revokable at any time for lack of performance, misconduct, etc.

These recommendations do not infer that the agent is an employee of the State. To the contrary, the manager operates as an agent, under contract, with sole responsibility for operational aspects. He employs such personnel and expends such monies as the fulfillment of these responsibilities require.

The State's responsibilities require the employment of personnel as well. Thus, if the ongoing public cost burden is to be negated, the State must be compensated from the Tavern's operational revenues. In our opinion, this compensation should be in the form of a minimum and percentage participation concessionnaire fees. The minimum fee is to insure that the basic costs (including maintenance, repair and replacement) are met; the participation fee to encourage utmost State-agent incentive cooperation.

Selection of the managing agent should not necessarily be on a formal, contract bid basis, as is the customary State practice. There are two reasons: first, a negotiated agreement may result in obtaining the best possible agent; second, the qualifying agent may be secured from local Wolf Creek community sources.

The first explanation is self-evident. With regard to the second, a formal agent selection process could, conceivably, be to the disadvantage of the Wolf Creek community. During this evaluation, we have observed, at first hand, that the community takes pride and interest in Tavern restoration. Considering the several letters received, and discussions conducted with local residents, a number of these residents may be qualified to become the

managing agent. Still, their qualifications, as might appear in a formal bid submission, will not compare favorably with, say, those of a professional managing organization. In view of the size of the Inn, as well as local interests and resources, management of the Tavern might be best if placed in interested local hands. A formal, contract bid selection process is inappropriate; seemingly of less advantage than informal negotiation procedure.

Operating Financial Profile

Given the above, we have prepared pro forma operating statements for 1978, 1982 and 1986 (see Table 13). These statements do not include provision for State costs directly relating to restoring and equiping the Tavern. Or, do they include the cost of the agent's performance bond.

Observe, that concession fees should prove adequate to cover the State's ongoing costs (especially if only part-time supervisory effort is required):

	1978	1982	1986
Minimum Fee	$24,000	$29,000	$34,400
Participation Fee	3,200	4,400	5,600
Total	$27,200	$33,400	$40,000

Remuneration to the agent, in terms of net income before taxes, may range from $21,800 in 1978 (6.9 percent of gross revenue) to $66,400 in 1986 (11.2 percent of gross revenues).

Economic-Employment Impact

Should restoration occur, Tavern operations will require 5.5-10.5 employees:

	Indicated Employees
Rooms Department	0.5 - 1.0
Food & Beverage Department:	
Servers	2.0 - 4.0
Cooking Staff	1.0 - 2.0
Clean-up	0.5 - 1.5
State Maintenance/Supervision	0.5 - 1.0
Manager	1.0 - 1.0
Total	5.5 - 10.5

Table 13

PRO FORMA OPERATING STATEMENTS
Restored Wolf Creek Tavern
1978 - 1982 - 1986
(In Current Dollars)

	1978				1982				1986			
	Department		Total		Department		Total		Department		Total	
	Rooms	Food & Beverage	Amount	Percent	Rooms	Food & Beverage	Amount	Percent	Rooms	Food & Beverage	Amount	Percent
Gross Sales Revenue												
Guest Rooms	$43,800	$ -	$ 43,800	13.9%	$56,800	$ -	$ 56,800	12.6%	$70,800	$ -	$ 70,800	12.0%
Food	-	197,000	197,000	62.4	-	283,200	283,200	62.8	-	366,000	366,000	61.8
Beverage	-	62,900	62,900	19.9	-	93,300	93,300	20.7	-	131,400	131,400	22.2
Other & Miscellaneous 1/	2,500	9,500	12,000	3.8	3,200	14,500	17,700	3.9	4,000	19,800	23,800	4.0
Total	$46,300	$269,400	$315,700	100.0%	$60,000	$391,000	$451,000	100.0%	$74,800	$517,200	$592,000	100.0%
Cost of Goods Sold												
Food & Beverage	-	94,900	94,900	30.1	-	137,400	137,400	30.5	-	181,500	181,500	30.7
Other & Miscellaneous	-	3,800	3,800	1.2	-	5,800	5,800	1.3	-	7,900	7,900	1.3
Total	-	98,700	98,700	31.3	-	143,200	143,200	31.8	-	189,400	189,400	32.0
Gross Operating Income	46,300	170,700	217,000	68.7	60,000	247,800	307,800	68.2	74,800	327,800	402,600	68.0
Direct Operating Expenses												
Salary & Employee Expense	11,600	102,000	113,600	36.0	15,000	141,000	156,000	34.6	18,000	182,000	200,000	33.8
Laundry & Linen, Glassware	1,500	10,100	11,600	3.7	1,900	14,500	16,400	3.6	2,300	19,000	21,300	3.6
Other	4,900	5,100	10,000	3.1	6,200	7,000	13,200	2.9	7,700	9,000	16,700	2.8
Total	18,000	117,200	135,200	42.8	23,100	162,500	185,600	41.1	28,000	210,000	238,000	40.2
Indirect Operating Expenses												
Administration & General	1,700	14,500	16,200	5.1	2,100	20,500	22,600	5.0	2,600	25,800	28,400	4.8
Advertising & Promotion	1,500	3,700	5,200	1.6	2,200	4,600	6,800	1.5	2,400	5,200	7,600	1.3
Utilities	2,500	4,000	6,500	2.1	3,200	6,000	9,200	2.1	4,300	9,100	13,400	2.2
Total	5,700	22,200	27,900	8.8	7,500	31,100	38,600	8.6	9,300	40,100	49,400	8.3
Capital Expenses												
Insurance	900	2,400	3,300	1.0	1,000	3,400	4,400	1.0	1,300	4,500	5,800	1.0
Personal Property Taxes	300	1,300	1,600	0.6	400	2,000	2,400	0.5	500	2,500	3,000	0.5
Concessionnaire Lease Fee 2/												
Minimum Fee/Rent	12,000	12,000	24,000	7.6	14,500	14,500	29,000	6.4	17,200	17,200	34,400	5.8
Participation Fee/Rent	1,900	1,300	3,200	1.0	2,400	2,000	4,400	1.0	3,000	2,600	5,600	1.0
Total Fee/Rent	13,900	13,300	27,200	8.6	16,900	16,500	33,400	7.4	20,200	19,800	40,000	6.8
Total	15,100	17,000	32,100	10.2	18,300	21,900	40,200	8.9	22,000	26,800	48,800	8.3
Net Profit Before Income Taxes	$ 7,500	$ 14,300	$ 21,800	6.9%	$11,100	$ 32,300	$ 43,400	9.6%	$15,500	$ 50,900	$ 66,400	11.2%

Note: 1978 assumed as first operating year. January 1-December 31 fiscal year.

1/ Includes meeting room rentals, gift and souvenir sales revenue, etc.

2/ Minimum rent (1978 dollars) @ $2,000/month ($3.00/sq. ft.). Participation @ 4.0 percent Rooms Department gross sales revenue; 0.5 percent, Food & Beverage Department sales revenue.

Source: Estimated by Jack Jarvis & Company, Inc. May 24, 1976.

Furthermore, the restored Inn will become a "centerpiece" attraction which positively contributes to the Wolf Creek community's economic and locational position as a pleasurable, convenient Interstate 5 wayside rest stop. Restoration will create additional jobs within the community by stimulating future development.

8633

9

OREGON STATE HIGHWAY DIVISION

STATE PARKS BRANCH - 525 Trade Street SE - Salem, OR 97310

April 9, 1976

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

TO: State Parks & Recreation Advisory Committee

FROM: David G. Talbot
State Parks Superintendent

SUBJECT: Wolf Creek Tavern Status Report

NOTED
F. B. KLABOE

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Planning for the Wolf Creek Tavern restoration project in Wolf Creek is proceeding in two basic areas: investigation of economic and investigation of architectural factors.

Jack Jarvis, of Jack Jarvis and Company, development planners and feasibility economists, Portland, is conducting an economic investigation of the Wolf Creek, Grants Pass and greater Southern Oregon areas. His objective is to determine if there is sufficient potential local and tourist patronage to support restaurant and hostelry facilities in the Tavern. He finds Wolf Creek to be an extremely well situated "node" on I-5 with readily convenient access from/to the freeway. Mr. Jarvis is very optomistic about some kinds of potential, but needs architectural impact before he makes his final conclusions. His final report is due May 15.

The project architect, George Sheldon, of Colburn, Sheldon and Partners, Portland, has contracted with Philip Dole, professor of architecture at the University of Oregon, to conduct documentary research and an historical architectural survey of the property. Mr. Dole and his crew have completed their initial investigation and his preliminary report and recommendations will be forthcoming shortly. Some of this information will be incorporated into Jarvis' final report. It will also be used, along with Jarvis' recommendations, in Sheldon's preliminary design, which will be reviewed by the Wolf Creek Tavern Advisory Committee, the residents of Wolf Creek, and other interested parties mid to late May.

This item will be on the agenda for the April 30 meeting.

DGT:db
cc: George Baldwin, Robert Burco, Fred Klaboe, Janet McLennan
Paul Hartwig, Dave Powers

8433

STATE OF OREGON

INTEROFFICE MEMO

TO: Fred Klaboe, Assistant
Director for Operations

DATE: February 10, 1976

FROM: David G. Talbot DT
State Parks Superintendent

SUBJECT: Wolf Creek Tavern Consultant Fees

NOTED
E. S. HUNTER

Contracts with ceilings totaling $76,133 have recently been let with an economist and architect for the Wolf Creek Tavern Project. The following is a breakdown and explanation of these costs.

Economist

The first step in the restoration process is to determine the feasibility of various alternative uses of the building. Among alternatives to be considered are:

(1) Restaurant
(2) Bar
(3) Hotel
(4) Museum
(5) Conference Center
(6) Mixture of the Above

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F. B. KLABOE

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In conjunction with identification of the overall most feasible program he will also provide recommendations as to the best nature of facilities (as what kind of accommodations, meals, etc.) which would best attract patronage and thus attract private capital for items such as kitchen equipment or other capital outlays.

Jarvis' contract is not to exceed $8,500. It is estimated that manpower and computer costs will not exceed $7,500. The balance is for travel. A rate schedule is attached. Estimates from economists interviewed ranged from $7,500 (less travel) to $9,400 (including travel). Jarvis was selected because he had the best experience in hotel/motel projects, the best knowledge of Southern Oregon, and because he was available to work on the study at once.

Architect

Because the long-term program for the Wolf Creek Tavern is not firm, it was a more difficult problem to structure the architect's contract. Architectural services are needed at the outset to develop the overall program, and he can do his background work while the economist completes his project. Therefore, the architect's contract with Colburn, Sheldon and Partners is structured in five phases, each with it's own ceiling. Money not used in one phase cannot be used in another. A breakdown is shown on the attached pages.

81-125-1367

Phase I - Research

Includes archive and on-site research by Philip Dole, Professor of Architecture, University of Oregon, with a small team of assistants. Results in a comprehensive history of the building and it's appearance throughout it's life (especially it's early history, now largely unknown) as well as measured drawings of the present configuration. This information is necessary to competently execute any development project.

Labor - $15,088 Materials - $1,550 Phase I Total - $16,638

Phase II - Preliminary Design

Schematics and proposal for restoration incorporating economic and historical research information. Reviewed by Wolf Creek Tavern Advisory Committee.

Labor - $4,178 Materials - $250 Phase II Total - $4,428

Phase III - Design Development

Development of the approved concept into precise plans.

Labor - $4,778 Materials - $300 Phase III Total - $5,078

Phase IV - Construction Documents and Contracts

Development of these plans, specifications and contracts necessary to execute the architectural plan (such as fire detection/supression systems, plumbing, heating, plans, etc.). This phase of the contract especially is structured to allow for the most costly of possibilities. If a way can be found to employ a competent restorationist so that numerous and detailed plans and specifications are not necessary, a considerable savings can be made here. On the other hand, if the construction contract must be let to a general contractor who is not likely to be expert at architectural preservation, numerous and detailed plans and specifications explaining procedures and techniques will be necessary.

Labor - $25,152 Materials - $1,200 Total Phase IV - $26,352

Phase V - Construction/Observation

On-site observation by project architects and engineers during the course of the project construction work.

Labor - $7,292 Materials - $250 Phase V Total - $7,542

Travel

This item is for all phases of the project so that numbers of visits to the project site and elsewhere can occur when most needed. However, the contract requires that the architect must make ten visits to the site during Phase V. Both contractors agreed to use state travel expense amounts as limits.

Total Travel - $7,595 CONTRACT TOTAL - $67,633

The Town of Wolf Creek is unincorporated and has no central water or sewer systems and the local fire department is not well equipped. With these things taken into consideration, the best estimates of restoration costs now available range up to $360,000-$400,000, some or all of which might be funded through outside sources.

The high limit of the architects contract then is about 18 percent, which, considering the research involved, is not unreasonable for projects of this nature. A recent project in Maryland cost twice as much for research as for actual construction. A detailed breakdown of architect's costs is attached.

Estimates of architectural fees from the six architects interviewed ranged from $35,000 to $67,000. Colburn, Sheldon and Partners was the high estimate. However, their's was the only estimate which clearly showed what work would be done as well as who would do it, submitted by an architect with previous restoration experience. The firm was unanimously recommended as first choice by members of the interviewing committee, and they scored highest when evaluated in a matrix of criteria. It was the consensus of opinion that the highest quality planning should be done for this most important project.

DGT:db
Attachments
cc: Paul Hartwig
Dave Powers
P. M. Stephenson
Warren Gaskill
Larry Jacobson

EXHIBIT A

Rate Schedule

1. Jack Jarvis:

1. Analytical Time	$45/hour
2. Conference Time	$35/hour
3. Field Research Time	$25/hour

D. Abbott, Asst. to Jarvis:

1. All Time	$16.50/hour

2. Additional subcontracting at 125% of cost

3. Travel Expenses:

1. .15/mile
2. Lodging at receipts
3. Meals at receipts

4. Miscellaneous Expenses:

1. Computer processing	$60/hour
2. Printing and reproduction	at cost
3. Xeroxing	.15/sheet
4. Telephone	by invoice
5. Maps and research materials	at cost

Colburn, Sheldon & Partners Architects & Planners AIA

January 14, 1976

WOLF CREEK TAVERN
Cost of Work Analysis for
Restoration of the Wolf Creek Tavern for
the Historic Preservation Section of the State Parks.

Phase I - Pre Design

A. Archive research (5 weeks)

1.	Historic Consultant	7 man days @ $160	=	$ 1,120.00
2.	Research Assistant	15 man days @ $ 48	=	720.00
3.	CS & P Typist	5 man days @ $ 96	=	480.00
4.	CS & P Principal	1 man day @ $216	=	216.00
5.	CS & P Project Manager	2 man days @ $176	=	352.00
				$ 2,888.00

Materials	$650
Travel	$300
Perdiem	$1275
	$2225

B. Technical Research (intermittent over 20 weeks)

1.	Historic Consultant	8 man days @ $160	=	$ 1,280.00
2.	CS & P Typist	4 man days @ $ 96	=	384.00
3.	CS & P Principal	2 man days @ $216	=	432.00
4.	CS & P Project Manager	4 man days @ $176	=	704.00
5.	CS & P Draftsman	10 man days @ $120	=	1,200.00
				$ 4,000.00

Materials	$500
Travel	$600
Perdiem	$100
	$1200

Partners:
Charles Colburn
George Sheldon
Donald Eggleston
Charles Sax

123 Northwest Second Avenue Portland, Oregon 97209 Phone: 503 228 6444

Design Collaborat

C. Survey of Buildings (8 weeks)

1.	Historic Consultant	2 man days @ $160	=	$ 1,920.00
2.	Research Assistant	25 man days @ $ 48	=	1,200.00
3.	Research Assistant	15 man days @ $ 40	=	600.00
4.	CS & P Typist	3 man days @ $ 96	=	288.00
5.	CS & P Partner	3 man days @ $216	=	648.00
6.	CS & P Project Manager	5 man days @ $176	=	880.00
7.	CS & P Draftsman	8 man days @ $120	=	960.00
				$ 6,496.00

Materials	$400
Travel	$500
Perdiem	$2100
	$3000

D. Project Meeting & Management

CS & P Principal	3 man days @ $216	=	$ 648.00
CS & P Project Manager	6 man days @ $176	=	$ 1,056.00
			$ 1,704.00

Phase I Contract Total

Labor---$15,088.00 Materials---$1,550.00 TOTAL--$16,638.00

Reimbursible Travel & Perdiem Total---$4,875.00

Phase II - Preliminary Design

A. Architectural Schematics (3 weeks)

1. CS & P Partner	2 man days @ $216	=	$	432.00
2. CS & P Project Manager	3 man days @ $176	=		528.00
3. CS & P Job Captain	5 man days @ $144	=		720.00
4. CS & P Draftsman	5 man days @ $120	=		600.00
			$	2,280.00

B. Project Meetings & Management

1. Historic Consultant	1 man day @ $160	=	$	160.00
2. CS & P Partner	1 man day @ $216	=		216.00
3. CS & P Project Manager	1 man day @ $176	=		176.00
4. CS & P Typist	1 man day @ $ 96	=		96.00
			$	648.00

C. Consultants

1. Structural Engineer	@ $250	=	$	250.00
2. Mechanical Engineer	@ $500	=		500.00
3. Electrical Engineer	@ $250	=		250.00
4. Estimator Engineer	@ $250	=		250.00
			$	1,250.00

Materials	$250
Travel	$120
Perdiem	$100
	$470

Phase II Contract Total

Labor---$4,178.00 Materials---$250.00 TOTAL----$4,428.00

Reimbursible Travel & Perdiem Total---$220.00

Phase III - Design Development

A. Architectural Design Development (3 weeks)

1. CS & P Partner	2 man days	@ $216	=	$ 432.00
2. CS & P Project Manager	3 man days	@ $176	=	528.00
3. CS & P Job Captain	5 man days	@ $144	=	720.00
4. CS & P Draftsman	10 man days	@ $120	=	1,200.00
				$ 2,880.00

B. Project Meetings & Management

1. Historic Consultant	1 man day	@ $160	=	$ 160.00
2. CS & P Partner	1 man day	@ $216	=	216.00
3. CS & P Project Manager	1 man day	@ $176	=	176.00
4. CS & P Typist	1 man day	@ $ 96	=	96.00
				$ 648.00

C. Consultants

1. Structural Engineer	@ $250	=	$ 250.00
2. Mechanical Engineer	@ $500	=	500.00
3. Electrical Engineer	@ $250	=	250.00
4. Estimator Engineer	@ $250	=	250.00
			$ 1,250.00

Materials	$300
Travel	$120
Perdiem	$100
	$520

Phase III Contract Total

Labor---$4,778.00 **Materials**---$300.00 **TOTAL**---$5,078.00

Reimbursible Travel & Perdiem Total---$220.00

Phase IV - Selective Demolition, Construction Documents & Construction Contracts

A. Architects Construction Documents (15 weeks)

1. CS & P Partner	2 man days @ $216	=	$	432.00
2. CS & P Project Manager	5 man days @ $176	=		880.00
3. CS & P Job Captain	40 man days @ $144	=		5,760.00
4. CS & P Draftsman	50 man days @ $120	=		6,000.00
			$	13,072.00

Specifications

1. CS & P Project Manager	6 man days @ $176	=	$ 1,056.00
			$ 14,128.00

B. Project Meetings & Management

1. Historic Consultant	2 man days @ $160	=	$ 320.00
2. CS & P Partner	2 man days @ $216	=	432.00
3. CS & P Project Manager	4 man days @ $176	=	704.00
4. CS & P Typist	8 man days @ $ 96	=	768.00
			$ 2,224.00

C. Consultants

1. Structural Engineer	@ $750	=	$ 750.00
2. Mechanical Engineer	@ $4750	=	4,750.00
3. Electrical Engineer	@ $2000	=	2,000.00
4. Estimator Engineer	@ $1300	=	1,300.00
		$	8,800.00

Materials	$1200
Travel	$360
Perdiem	$270
	$1830

Phase IV Contract Total

Labor---$25,152.00 Materials---$1,200.00 TOTAL---$ 26,352.00

Reimbursible Expense Total---$630.00

Phase V - Construction Observation

A. Architects Observation (9-15 months)

1. CS & P Partner	2 man days @ $216	=	$	432.00
2. CS & P Project Manager	20 man days @ $176	=		3,520.00
			$	3,952.00

12 month average
52 weeks @ 1/2 day/week

B. Project Meetings & Management

1. Historic Consultant	2 man days @ $160	=	$	320.00
2. CS & P Partner	2 man days @ $216	=		432.00
3. CS & P Project Manager	4 man days @ $176	=		704.00
4. CS & P Typist	4 man days @ $ 96	=		384.00
			$	1,840.00

C. Consultants

1. Structural Engineer	@ $500	=	$	500.00
2. Mechancial Engineer	@ $750	=		750.00
3. Electrical Engineer	@ $250	=		250.00
			$	1,500.00

Materials	$250
Travel	$450
Perdiem	$1200
	$1900

Phase V Contract Total

Labor---$7,292.00 Materials---$250.00 TOTAL---$ 7,542.00

Reimbursible Expense Total---$1,650.00

PROJECT TOTAL

	Labor	Materials	Reimbursible	TOTAL
PHASE I	$15,088.00	$ 1,550.00	$ 4,875.00	$16,638.00
PHASE II	$ 4,178.00	$ 250.00	$ 220.00	$ 4,428.00
PHASE III	$ 4,778.00	$ 300.00	$ 220.00	$ 5,078.00
PHASE IV	$25,152.00	$ 1,200.00	$ 630.00	$26,352.00
PHASE V	$ 7,292.00	$ 250.00	$ 1,650.00	$ 7,542.00

TOTAL LABOR & MATERIALS	$60,038.00
TOTAL REIMBURSIBLE	$ 7,595.00
PROJECT TOTAL	$67,633.00

8633

8

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 5, 1976

TO: Wolf Creek Tavern Advisory Committee
Friends of the Wolf Creek Tavern

FROM: David G. Talbot
State Parks Superintendent

SUBJECT: Wolf Creek Tavern Restoration

NOTED
F. B. KLABOE

This is to bring you up to date on happenings regarding the Wolf Creek Tavern restoration project. We are pleased to announce that George Sheldon of Colburn, Sheldon and Partners in Portland has been selected as project architect, and Jack Jarvis of Jack Jarvis and Company, also in Portland has been selected to undertake market, economic and development analysis.

"Bing" Sheldon's plans will be developed with Jarvis' input, as well as that from the Advisory Committee, State Parks staff and the public. The next meeting of the Advisory Committee is anticipated in early April, at which time we will review initial data and recommendations from the architect and economist.

Construction activities are scheduled to begin in late summer pending availability of funds. If additional revenues are not obtained prior to beginning of construction, a phased approach will be undertaken. As monies become available, the next step in the restoration will be undertaken.

If you have questions, please contact us.

DGT:db
cc: Josephine County Board of Commissioners
State Parks and Recreation Advisory Committee
George Baldwin
Robert Burco
Fred Klaboe
Warren Gaskill
Paul Hartwig
Larry Jacobson
Ray Leavitt
George Guthrie

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OREGON STATE HIGHWAY DIVISION

STATE PARKS BRANCH - 300 State Highway Building - Salem, 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 15, 1976

AGENDA
JAN 2 2 1976
3b-1&2

MEMO TO: Oregon Transportation Commission

FROM: David G. Talbot
State Parks Superintendent David G. Talbot

SUBJECT: Wolf Creek Tavern Architect

On the agenda for the January 22 Commission Meeting is an agreement with Colburn, Sheldon & Partners for architectural services for the restoration of the Wolf Creek Tavern. Work is to be divided into five phases: investigative, schematic (preliminary design), design development, contract document and bidding, and construction inspection. Project costs will be determined by a fee schedule and will not exceed $68,000.

MISC. CONTRACTS and AGREEMENTS No. 5565

Jack Jarvis & Company, Inc. will develop a feasibility analysis of the market, economic, development and financial merits of the Tavern. This information will be integrated into the architectural firm's plan. The economic study will include data gathering, preliminary analysis, final analysis and projection. Project costs will be determined by a fee schedule, not to exceed $8,500.

MISC. CONTRACTS and AGREEMENTS No. 5564

The architectural firm and economists will work with the Parks Branch staff, the Wolf Creek Tavern Advisory Committee, and the local community in developing a program of restoration for the historic Wolf Creek Tavern. Funds for this phase of the total project are in the Parks budget. We recommend your approval of these contracts.

DGT:db
cc: George Baldwin
Robert Burco
Fred Klaboe
Cecil Head
Gary Sund
L. L. Stewart
P. M. Stephenson

1633

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 14, 1975

TO: Parks and Recreation Advisory Committee

FROM: David G. Talbot
State Parks Superintendent

NOTED
F. B. KLABOE

SUBJECT: Wolf Creek Tavern Restoration

NOTED
E. S. HUNTER

This is to inform you of the status of the Wolf Creek Tavern project. On July 23, members of the Wolf Creek Tavern Advisory Committee and local citizens met with Parks staff at Wolf Creek to discuss restoration alternatives for the Tavern. Everyone was in agreement that the Tavern should remain in its original use as an inn.

Negotiations are underway to hire a firm to study alternative economic potentials for the Tavern. The Committee recommended such a study at the July 23 meeting. We expect to have their report by the end of the year.

We are also soliciting bid proposals from architects with expertise in historic preservation and other fields pertinent to the Tavern and expect a selection to be made prior to the end of the year. Staff research into the background and history of the Tavern continues.

We are still expecting work to begin on the building in spring, 1976 and complete restoration in fall, 1977.

This matter will be on the agenda for the November 20-21 meeting.

RECEIVED
STATE HWY ENGR
OCT 15 '75
REFER TO
ES H
FOR
Info | Inve | R/D | D.E | Sign | Act

/gp

cc: Transportation Commission
George Baldwin
Robert Burco
Fred Klaboe
Gary Sund
Janet McLennan
Bill Selbert

8633

8

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

P. B. KLABOE
Administrator and
State Highway Engineer

851-K
1050-K

August 12, 1975

TO: Executive Department
Federal Aid Coordination

Rogue Valley Council
of Governments
33 North Central, Suite 211
Medford, OR 97501

FROM: George N. Hopkins
Project Development Engineer

SUBJECT: Notice of Intent for NPS Funds
State Admin. Dist. No. 8
Wolf Creek Tavern Restoration
Wolf Creek
Josephine County

In accordance with the requirements of Circular No. A-95 of the Bureau of the Budget of the U.S. Government, attached are Notices of Intent for subject project for your review and comment.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimated the date of filing for federal-aid funds on this project to be January 1, 1976. If additional information is desired, please contact David Powers, phone 378-6118.

Attachments
BLG:dc

cc: E. S. Hunter
D. G. Talbot
J. H. Versteeg
R. E. Royer
J. B. Boyd
G. N. Hopkins, Co.-City
Gary Potter
B. L. Gifford
D. E. Swan
A. Shirley, Jr.
G. T. Thornton
Aeronautics Division

Form 81-734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 State Parks		
03	12] APPLICANT ADDRESS STREET [45 319 B State Highway Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 David Powers	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6118
01	12] PROJECT TITLE [71 Wolf Creek Tavern Restoration			
11	12] PROJECT LOCATION—CITY Wolf Creek	PROJECT LOCATION—COUNTY Josephine	PROJECT LOCATION [79 SEC: T: R:	
05	SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK) Extensive restoration of Wolf Creek Tavern (1857), inside and out,			
06	12] [71 for projected use as an operating hostelry.			
07	12] [71			
08	12] [71			
09	12] [71			
10	12] [71			

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	$100,000		$100,000			$200,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 National Register of Historic Places	
15	12] FEDERAL AGENCY NAME [45 Department of the Interior	46] FEDERAL SUB-AGENCY NAME [79 National Park Service

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes [X] 29 No [ ] 30 Date: August 12, 1975

(D) REVIEW REQUIRED by A-95 Yes [X] 31 No [ ] 32

(E) ENVIRONMENTAL IMPACT Yes [ ] 33 No [ ] 34

(F) HOUSING RELOCATION REQUIRED Yes [ ] 35 No [ ] 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42] Jan. | 43] DAY [44] 1 | 45] YEAR [46] 1976

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

None

IV. Federal Catalog number (or Public Law no. and title) 15.904

V. Has funding agency been notified? No ☐ Yes ☒ Date: June 30, 1975

VI. If project includes state funds (12C), identify agency State Parks & Recreation Branch

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$ 100,000	$

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	% 50 $ 100,000	% 50 $ 100,000	% 100 $ 200,000
Second Year	% $	% $	% $
Third Year	% $	% $	% $

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☒ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☒

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

8633

June 30 Meeting

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

OREGON STATE HIGHWAY DIVISION

Fran

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 11, 1975

TO: Oregon State Transportation Commission

AGENDA
JUN 3 0 1975
3d

FROM: David G. Talbot
State Parks Superintendent

On February 3, we secured an option on the historic Wolf Creek Tavern at the small community of Wolf Creek, north of Grants Pass. The Wolf Creek Tavern, constructed in 1857, is one of the oldest buildings of its type remaining in Oregon. It is unique among surviving examples in that it has remained in continuous use for essentially its original purpose, and it is in basically sound condition. Today it is generally considered to be the best of dozens of similar stage-stations once associated with the network of early roads and trails in Oregon.

We have established a special Advisory Committee to assist in the planning for the restoration and operation of the Tavern. Experts in the fields of business, architecture, and living history programs, along with representatives from the region will serve on the Committee. It is anticipated that the Committee will meet three times, once in Grants Pass and twice in Salem, and hopefully serve for a period not to last more than one year. It is requested that the Committee's expenses be paid from the Parks Branch budget. Total cost is estimated to not exceed $500.

This matter will be on the agenda for the June 30 meeting of the Commission.

/db

NOTED
C. W. HEAD

cc: G. Baldwin
F. Klaboe
L. Stewart
P. Hartwig
G. Sund

WOLF CREEK TAVERN ADVISORY COMMITTEE

Mr. John Gray
Omark Industries
2100 SE Milport Road
Portland, OR 97222
654-6531

Mr. Robert Hull
The Village Green
P. O. Box 97
Cottage Grove, OR 97424
942-2458

Mr. John Miele, Superintendent
Oregon Caves National Monument
Oregon Caves, OR 97523

Mr. Robertson Collins
P. O. Box 1309
Medford, OR 97501
664-3313

Professor Marion Dean Ross, Chairman
Department of Art History
School of Architecture & Art History
University of Oregon
Eugene, OR 97403
686-3675

Senator Eugene Debbs Potts
754 NE Madrone Street
Grants Pass, OR 97526
378-8314

Mr. P. M. (Steve) Stephenson (Chairman)
789 Greenwood NE
Salem, OR 97303
362-8137

8683

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

P. S. KLABOE
Administrator of Highways

April 23, 1975

TO: Executive Department
Federal Aid Coordination Unit

Rogue Valley Council of Governments
Jackson Co. Courthouse
Medford, OR 97501

ORIGINAL SIGNED BY
L. W. RULIEN

FROM: L. W. Rulien, Project Management

SUBJECT: Notice of Intent for NPS Funds
State Admin. Dist. No. 8
Wolf Creek Tavern Acquisition
Wolf Creek
Josephine County

NOTED
E. S. HUNTER

In accordance with the requirements of Circular No. A-95 of the Bureau of the Budget of the U.S. Government, attached are Notices of Intent for the subject project for your review and comment.

The date of filing for federal-aid funds on this project is April 11, 1975. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

If additional information is desired, please contact Paul Hartwig or David Powers, phone 378-6118.

/lb

Attachments

cc: E. S. Hunter
David G. Talbot
J. H. Versteeg
R. E. Royer
J. B. Boyd
Alfred Shirley, Jr.
G. Hopkin - City/Co.
Gary Potter
B. L. Gifford
D. E. Swan
George Thornton

RECEIVED
APR 24 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	9] CARD TYPE:	Page One

02	12] APPLICANT [45] Department of Transportation	46] DIVISION [79] State Highway			
03	12] APPLICANT ADDRESS STREET [45] 319 B, State Highway Building	46] CITY [60] Salem		76] ZIP [80] 97310	
04	12] CONTACT PERSON [45] Paul Hartwig or David Powers	46] AREA CODE [48] 503	49] PHONE [55] 378	56] EXTENSION [59] 6118	
01	12] PROJECT TITLE [71] Wolf Creek Tavern Acquisition				
11	12] PROJECT LOCATION CITY [45] Wolf Creek	46] PROJECT LOCATION COUNTY [79] Josephine			
05	12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY) [71] The Wolf Creek Tavern is an historic tavern and hostelry dating from 1857.				
06	12] [71] It is to be acquired by the State of Oregon for incorporation into the				
07	12] [71] State Parks system.				
08	12] [71]				
09	12] [71]				
10	12] [71]				

12	FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	$21,027		$60,973			$82,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71] National Register of Historic Places, Grants-in-Aid	
15	12] FEDERAL AGENCY NAME [45] National Park Service (DOT)	46] FEDERAL SUB-AGENCY NAME [79

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
XX 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☐ 21	XX 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) IS THERE A COMPREHENSIVE PLAN?

STATE		REGIONAL		LOCAL		(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
XX 29	☐ 30	☐ 31	☐ 32	☐ 33	☐ 34	XX ☐ 35	☐ 36	☐ 37	☐ 38	XX ☐ 39	☐ 40

(See IV, Page 2)

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	April 11,	1975	

ADDITIONAL INFORMATION — ALL APPLICANTS

I. FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) National Historic Preservation Act (P.L.89-665)

II. HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: April 23, 1975

III. HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☒ Date: April 11, 1975

IV. IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY State Parks

V. LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Statewide Historic Preservation Plan, Volume III

VI. EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

VII. (a) Federal Congressional District(s) Number(s) 4
(b) State Representative District(s) Number(s) 46
(c) State Senatorial District(s) Number(s) 23

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%___ $___	%___ $___	%___ $___
Second Year	%___ $___	%___ $___	%___ $___
Third Year	%___ $___	%___ $___	%___ $___

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ___

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

REMARKS

Restoration will be undertaken as approved in State Identifier 7307 2 150. This review is required for State acquisition of the Wolf Creek Tavern. Originally, the restoration was to have been undertaken by private parties but the State now has the opportunity to acquire the property and restore it.

1483

9

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 28, 1975

TO: MEMBERS OF THE STATE PARKS
ADVISORY COMMITTEE

NOTED
A. E. JOHNSON

951-K

On February 3 we secured option on the historic Wolf Creek Tavern at the small community of Wolf Creek. The Wolf Creek Tavern, constructed in 1857, is one of the oldest buildings of its type remaining in Oregon. It is unique among surviving examples in that it has remained in continuous use for essentially its original purpose, and it is in basically sound condition. Today it is generally considered to be the best of dozens of similar stage-stations once associated with the network of early roads and trails in Oregon.

We are in the process of establishing a special advisory committee to assist in the planning for the restoration and operation of the tavern. Experts in the fields of business, architecture, and living history programs, along with representatives from the region, will be invited to serve on the committee.

NOTED
F. B. KLABOE

At this point, we are thinking of restoring the entire tavern, to include the bar area, restaurant, and perhaps overnight accommodations, and allow a concessionaire to operate the property.

This matter will be on the agenda for the March 20-21 meeting of the committee.

Very truly yours,

David G. Talbot
State Parks Superintendent

RECEIVED
STATE HWY ENGR
FEB 28 '75
REFER TO
969
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cc: George Baldwin
Fred Klaboe
Gary Sund
Paul Hartwig

8433

8

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

June 25, 1973

TO Executive Department
Federal Aid Coordination Unit

Rogue Valley Council of Governments
Jackson Co. Courthouse
Medford, OR 97501

FROM L. H. Young, Office Engineer

SUBJECT Notice of Intent for NPS Funds
State Admin. Dist. No. 8
Wolf Creek Tavern Restoration
Wolf Creek
Josephine County

In accordance with the requirements of Circular No. A-95 of the Bureau of the Budget of the U.S. Government, attached are Notices of Intent for the subject project for your review and comment.

The estimated date of filing for federal-aid funds on this project is August 1, 1973. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

If additional information is desired, please contact Mr. W. J. McCallum, phone 378-6596.

BLG:bb

Attachments
cc: E. S. Hunter
D. G. Talbot
W. J. McCallum
J. H. Versteeg
R. E. Royer
J. B. Boyd
H. S. Cox
Don Byard
B. L. Gifford
R. N. Chase
George Thornton
Alfred Shirley, Jr.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	9] CARD TYPE:		Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 State Highway				
03	12] APPLICANT ADDRESS STREET [45 319B State Highway Building	46] CITY [60 Salem		76] ZIP [80 97310		
04	12] CONTACT PERSON [45 Elisabeth Walton, Park Historian	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6118		
01	12] PROJECT TITLE [71 Wolf Creek Tavern Restoration		District 8			
11	12] PROJECT LOCATION CITY [45 Wolf Creek	46] PROJECT LOCATION COUNTY [79 Josephine				
05	12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY) [71 The Wolf Creek Tavern is a historic tavern and hostelry (1857) in the classical					
06	12] [71 revival style. It is undergoing restoration for continued operation as a roadside					
07	12] [71 inn. Restore roof, chimney stacks, two-story porch, or piazza; stabilize foundations					
08	12] [71 and floor joists; restore and repaint exterior walls.					
09	12] [71					
10	12] [71					

12	FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	20,000				20,000	40,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79 Private capital
14	12] FEDERAL PROGRAM TITLE [71 National Historic Preservation Program	
15	12] FEDERAL AGENCY NAME [45 Department of the Interior	46] FEDERAL SUB-AGENCY NAME [79 National Park Service

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) IS THERE A COMPREHENSIVE PLAN?

STATE		REGIONAL		LOCAL		(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
[X] 29	[ ] 30	[ ] 31	[ ] 32	[ ] 33	[ ] 34	[X] 35	[ ] 36	[ ] 37	[X] 38	[ ] 39	[X] 40

(See IV, Page 2)

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42] August | 43] DAY [44] 1 | 45] YEAR 1973

ADDITIONAL INFORMATION — ALL APPLICANTS

I. FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) National Historic Preservation Act (P.L. 89-665)

II. HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: June 25, 1973

III. HAS FUNDING AGENCY BEEN NOTIFIED? No ☒ Yes ☐ Date:

IV. IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY

V. LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Statewide Historic Preservation Plan, Volume III.

The Annual Preservation Program

VI. EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

VII. (a) Federal Congressional District(s) Number(s) 4
(b) State Representative District(s) Number(s) 46
(c) State Senatorial District(s) Number(s) 23

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%___ $___	%___ $___	%___ $___
Second Year	%___ $___	%___ $___	%___ $___
Third Year	%___ $___	%___ $___	%___ $___

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ___

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

REMARKS

WOLF CREEK TAVERN, WOLF CREEK
PROJECT SITE
Glendale
Stage Road Pass
DOUGLAS CO
JOSEPHINE CO
U N F
Buckhorn
Speaker
Wolf Creek
Bear Gulch
Bureau Gulch
Jackpot Mine
Golden Rule
Johnson Gulch
Post Mtn
Malone Peak
London Peak
Ramsey Gulch
Farmer Gulch
Coyote
Kennedy Gulch
Miller Gulch
Scholz Creek
St Peter Mtn
St Paul Mtn
Brushy Gulch
Whiskey Gulch
Mackin Flume
Sunday Valley
Leland
Steam Beer Placer
Gem Placer
Tailings
Pacific Creek
Gibson Gulch
Prospect
Mill Creek
Caspar Queen
E Fork
Salmon Creek
Benjamin Gulch
Quartz Hill
Placer
Grave Creek
Sucker Creek
Clark Creek
Sterling Creek
Shanks
Aman Ranch Placer
Morning Mine
MacAbee Mine
Greenback Mine
Martha Mine
Coyote Mine
Extreme Mine
Dyerville Mine
Fandina Mine
Scotch Farm
Yellowhorn Mine
Jim Blaine Mine
Sand Cow Placer
Gibson Hole Placer
Airway Beacon
VABM 3133
BM 1566
BM 1557
BM 1429
BM 1229
BM 1180
BM 1198
BM 1295
BM 1332
BM 1981

OCT 18 1972

Form FHWA-421 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Hwys
Salem, Oregon

DATE: October 12, 1972

In reply refer to: 10-35.1/430.8

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: National Register of Historic Places

The attached excerpt from the October 3 Federal Register lists the following deletion:

Josephine County: Wolf Creek Tavern on US 99

Enclosure
FR pg

Noted
Gary L. Ross

RECEIVED
STATE HWY ENGR
OCT 13 '72
REFER TO
FOR
Info | Inves | RD | DIR | Sign | Act | File

RECEIVED
STATE HWY ENGR
OCT 17 '72
REFER TO
FOR
Info | Inves | RD | DIR | Sign | Act | File

RECEIVED
OCT 13 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

...County.

ILLINOIS

Cook County

...omas, Frank, House, 210 Forest

..., Wright, Frank Lloyd, Home and ..., 428 Forest Avenue (home), 951 ...cago Avenue (studio).

IOWA

Cerro Gordo County

Mason City, *Adams Building (Mason City National Bank)*, 4 South Federal Avenue.
Mason City, *Park Inn Hotel*, 15 West State Street.

Dubuque County

Dubuque, *Dubuque City Hall*, 50 West 13th Street.

KENTUCKY

Boyle County

Danville, *Old Centre, Centre College*, West Walnut Street.

LOUISIANA

East Baton Rouge Parish

Baton Rouge, *Magnolia Mound Plantation House*, 2161 Nicholson Drive.
Baton Rouge, *Potts House*, 931 North Street.

Orleans Parish

New Orleans, *Lower Garden District.*

MARYLAND

Calvert County

Adelina vicinity, *Taney Place*, south of Adelina on Maryland 508.

Montgomery County

Forest Glen, *National Park Seminary Historic District*, Linden Lane.
Sandy Spring, *Sandy Spring Friends Meetinghouse*, Meeting House Lane.

MASSACHUSETTS

Middlesex County

Cambridge, *Cooper-Frost-Austin House*, 21 Linnaean Street.

MICHIGAN

Berrien County

Three Oaks, *Union Meat Market*, 14 South Elm.

Grand Traverse County

Traverse City, *City Opera House*, 106–112 Front Street.

Huron County

Sebewaing, *The Indian Mission*, 500 East Bay Street.

Ingham County

Lansing, *Dodge Mansion*, 106 East North Street.

Jackson County

Jackson, *Sharp, Ella, House*, 3225 Fourth Street.

Keweenaw County

Central, *Central Mine Methodist Church*, approximately 1 mile north of U.S. 41.
Eagle Harbor, *Eagle Harbor Schoolhouse.*

Lake County

Marlborough and vicinity, *Marlborough Historic District*, James Road, W½SW¼, sec. 14, T. 17 N., R. 13 W.

Oscoda County

Mio, *Oscoda County Courthouse*, Morence Street.

Colon, *Farrand Hall*, 451 Farrand Road.

MISSISSIPPI

Adams County

Natchez, *Dunleith*, 84 Homochitto Street.

MISSOURI

Jackson County

Kansas City, *Kelly's Westport Inn*, Westport Road and Pennsylvania Avenue.

Ralls County

New London, *Ralls County Courthouse and Jail/Sheriff's House*, Courthouse Square.

St. Louis County

Florissant, *St. Stanislaus Seminary*, 700 Howdershell Road.

MONTANA

Choutcau County

Fort Benton, *Fort Benton Historic District.*

NEBRASKA

Douglas County

Omaha, *Joslyn, George A., Mansion*, 3902 Davenport Street.

NEW JERSEY

Mercer County

Lawrenceville, *Lawrence Township Historic District*, Lawrenceville and vicinity north including both sides of U.S. 206.

Monmouth County

Colts Neck vicinity, *North American Phalanx*, northeast of Colts Neck on County Route 537.

NEW YORK

Albany County

Albany, *Albany City Hall*, Eagle Street at Maiden Lane.
Albany, *Hun Houses*, 149–149½ Washington Avenue.

Onondaga County

Syracuse, *Third National Bank (Community Chest Building)*, 107 James Street.

NORTH CAROLINA

Anson County

Wadesboro, *Boggan-Hammond House and Alexander Little Wing*, 210 Wade Street.

Craven County

New Bern vicinity, *Bellair*, 0.3 mile north of the junction of North Carolina 1401 and 1419.
New Bern, *Centenary Methodist Church*, 209 New Street.

Lincoln County

Lincoln vicinity, *Rock Springs Camp Meeting Ground*, on North Carolina 1373, 0.5 mile north of the intersection with North Carolina 16.

Mecklenburg County

Charlotte, *Rosedale*, 3427 North Tryon Street.

Rutherford County

Rutherfordton vicinity, *Fox Haven Plantation*, 1.4 miles north of the intersection of North Carolina 1157 and 108.

OREGON

Josephine County

Wolf Creek, *Wolf Creek Tavern*, on U.S. 99.

Allegheny County

Pittsburgh, *St. Stanislaus Kostka Roman Catholic Church*, 21st and Smallman Streets.

RHODE ISLAND

Newport County

Newport, *Luce Hall*, U.S. Naval War College.

Providence County

Central Falls, *Jenks Park*, adjoining 580 Broad Street.

SOUTH CAROLINA

Abbeville County

Abbeville, *Town of Abbeville Historic District.*

Charleston County

Charleston, *McCrady's Tavern and Long Room*, 153 East Bay Street.
Charleston vicinity, *Fort Johnson/Powder Magazine*, approximately 3 miles southeast of Charleston.

TENNESSEE

Bradley County

Cleveland vicinity, *Red Clay Council Ground*, 13 miles south of Cleveland.

Madison County

Jackson, *Jones, Casey, Home and Railroad Museum*, 211 West Chester Street.

Moore County

Lynchburg, *Jack Daniel Distillery*, on Tennessee 55.

TEXAS

El Paso County

San Elizario, *Presidio Chapel of San Elizario*, south side of the Plaza.

Goliad County

Goliad vicinity, *Ruins of Mission Nuestra Senora del Rosario de los Cujanes*, approximately 3.8 miles southwest of Goliad on U.S. 59.

Hutchinson County

Fritch vicinity, *Antelope Creek Archeological District*, about 3 miles northeast of Fritch off Texas 136.

Jones County

Abilene vicinity, *Fort Phantom Hill*, 14 miles north of Abilene on Ranch Road 600.

McLennan County

Waco, *McCulloch House*, 406 Columbus Avenue.

Menard County

Menard vicinity, *Presidio San Luis de Las Amarillas*, approximately 1 mile northwest of Menard on Texas 29.

Montague County

Bowie, *Fort Worth and Denver City Depot*, on U.S. 81.

Terrell County

Dryden vicinity, *Meyers Springs Pictograph Site*, 10 miles northeast of Dryden.

UTAH

Salt Lake County

Salt Lake City, *Platts, John, House*, 364 Quince Street.

VERMONT

Franklin County

St. Albans, *Houghton House*, 86 South Main Street.

5633

RECEIVED
OCT 4 1972
FOR

United States Department of the Interior

NATIONAL PARK SERVICE
WASHINGTON, D.C. 20240

IN REPLY REFER TO:

Adm.
Beaut
Hist Pres.

Wally Cr. Tavern

9-22-72

original
Parks

The Director of the National Park Service

George B. Hartzog, Jr.

is pleased to inform you that the historic property listed on the enclosed sheet has been nominated by the State Liaison Officer responsible for your State's implementation of the National Historic Preservation Act of 1966, P. L. 89-665 (80 Stat. 915), as amended. It has accordingly been entered in the National Register of Historic Places. A leaflet explaining the National Register is enclosed for your information and convenience.

Enclosures

Noted
Gary L. Ross

National Parks Centennial 1872-1972

RECEIVED
OCT 2 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

ENTRIES IN THE NATIONAL REGISTER

STATE OREGON

Date Entered SEP 22 1972

Name	Location
Wolf Creek Tavern	Wolf Creek Josephine County

COPY OF CONGRESSIONAL NOTIFICATION

Also Notified

Hon. Mark O. Hatfield
Hon. Bob Packwood
Hon. John Dellenback

8633

RECEIVED
MAR 28 1972
FOR FILING

EXECUTIVE DEPARTMENT

Adm
Beauty
Hist Proc
Wolf Cr Tav

3-24-72

CAPITOL BUILDING • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

CLEIGHTON L. PENWELL
Director

Mr. George Baldwin, Administrator
Highway Division
Highway Building
Salem, Oregon 97310

Re: Highway Division
Wolf Creek Tavern Acquisition
PNRS #7203 2 320

Dear Mr. Baldwin:

This is to acknowledge receipt of your Notice of Intent to file for Federal funds.

We have considered your proposal and concluded that it is essentially of limited local impact and presents no conflicts with existing state plans.

A copy of this letter should accompany your application to the Federal Agency as evidence of your having complied with OMB A-95.

Sincerely,

Cleighton Penwell

CP:ml

RECEIVED
MAR 23 1972
OFFICE OF
STATE HIGHWAY ENGINEER

3-24-72
REFERRED TO
Shaw, Schrader-Young
BY GEORGE BALDWIN

REFERRED TO
McCallum
By Lloyd P. Shaw

8423

RECEIVED
MAR 28 1972
FOR FILING

Wolf Creek Tavern
Hist Pres

CERTIFIED AIRMAIL

March 22, 1972

Dr. William J. Murtagh
Keeper of the National Register
Office of Archeology
and Historic Preservation
National Park Service
801 - 19th Street, N. W.
Washington, D. C. 20006

cc Tom Edwards
Lloyd P. Shaw
F. B. Klaboe
Gary L. Rees
L. H. Young
David Talbot
Elizabeth Walton
J. H. Verstoeg
W. E. Schwertz

Attention: Dr. Robert J. Mullen
Chief, Branch of Registration

Dear Dr. Murtagh:

On the recommendation of the State Advisory Committee on Historic Preservation, I nominate the following properties to the National Register of Historic Places.

1. Wolf Creek Tavern, Wolf Creek, Josephine County. Oregon Fourth Congressional District.

   The Wolf Creek Tavern is tentatively included in Oregon's Annual Work Program for FY 1973. Comment on the nomination from Mr. Orland Giurlani, current owner of the property, is enclosed.

2. Old Stone House, Vale, Malheur County. Oregon Second Congressional District

   The Old Stone House is tentatively included in Oregon's Annual Work Program for FY 1974. Comment on the nomination from Congressman Al Ullman is enclosed.

3. Peleta Fronton, Jordan Valley, Malheur County. Oregon Second Congressional District.

   The Peleta Fronton is tentatively included in Oregon's Annual Work Program for FY 1973.

The appropriate forms bearing my signature are enclosed.

Sincerely,

George H. Baldwin
Administrator of Highways

Enc.

EW: fn

Form 10-300
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY – NOMINATION FORM

(Type all entries – complete applicable sections)

STATE: Oregon	
COUNTY: Josephine	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

SEE INSTRUCTIONS

1. NAME

COMMON:

AND/OR HISTORIC: Wolf Creek Tavern

2. LOCATION

STREET AND NUMBER:

CITY OR TOWN: Wolf Creek

STATE	CODE	COUNTY:	CODE
Oregon 97497	41	Josephine	033

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP		STATUS	ACCESSIBLE TO THE PUBLIC
☐ District ☒ Building ☐ Site ☐ Structure ☐ Object	☐ Public ☒ Private ☐ Both	Public Acquisition: ☐ In Process ☐ Being Considered	☒ Occupied ☐ Unoccupied ☐ Preservation work in progress	Yes: ☐ Restricted ☒ Unrestricted ☐ No

PRESENT USE (Check One or More as Appropriate)

☐ Agricultural	☐ Government	☐ Park	☐ Transportation	☐ Comments
☐ Commercial	☐ Industrial	☐ Private Residence	☒ Other (Specify)	
☐ Educational	☐ Military	☐ Religious	Lodging	
☒ Entertainment	☐ Museum	☐ Scientific		

4. OWNER OF PROPERTY

OWNER'S NAME: Mr. and Mrs. Orland J. Giurlani

STREET AND NUMBER: P. O. Box 307

CITY OR TOWN:	STATE:	CODE
Wolf Creek	Oregon 97497	41

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC: Josephine County Courthouse

STREET AND NUMBER:

CITY OR TOWN:	STATE	CODE
Grants Pass	Oregon 97526	41

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: National Survey of Historic Sites and Buildings

DATE OF SURVEY: ca. 1960 ☒ Federal ☐ State ☐ County ☐ Local

DEPOSITORY FOR SURVEY RECORDS: National Park Service

STREET AND NUMBER:

CITY OR TOWN:	STATE:	CODE
Washington	District of Columbia	

FOR NPS USE ONLY
STATE: Oregon
COUNTY: Josephine
ENTRY NUMBER
DATE

Form 10-301a
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE	
Oregon	
COUNTY	
Josephine	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Number all entries)

WOLF CREEK TAVERN

2. Location

The Wolf Creek Tavern is located in Sec. 22, T. 33 S., R. 6 W., of the Willamette Meridian, in Josephine County, Oregon.

4. Owner of Property

As of this date, a purchase option has been taken by:

Mr. Donald V. Nall
125 El Toyonal
Orinda, California 94563

6. Representation in Existing Surveys

Historic American Buildings Survey

1934
National Park Service, Washington, D. C.

Statewide Inventory of Historic Sites and Buildings

1970
Parks and Recreation Section
Oregon State Highway Division
Salem, Oregon 97310 Code: 41

7 DESCRIPTION

CONDITION	(Check One)					
	☒ Excellent	☐ Good	☐ Fair	☐ Deteriorated	☐ Ruins	☐ Unexposed
	(Check One)		(Check One)			
	☒ Altered	☐ Unaltered	☐ Moved	☒ Original Site		

DESCRIBE THE PRESENT AND ORIGINAL *(if known)* PHYSICAL APPEARANCE

The Wolf Creek Tavern is located about 22 miles north of Grants Pass at a point where the Siskiyou Mountains have historically gathered traffic into a high pass. The Tavern is situated in a narrow trough of bottom land created by Wolf Creek, a feeder stream of the Rogue River.

The three-acre property is bounded by the old Pacific Highway on the east side, and by Wolf Creek on the south. On the immediate grounds are casual plantings, fir trees and a variety of fruit trees.

As constructed in 1857, the sizeable, frame building had an L-shaped plan, including a main block of two stories and an attic, and a two-story wing for a kitchen and ball room. The rectangular main block is formally organized, with a central stair hall and parlors at either end. The front, or east slope of the gable roof overhangs at one uninterrupted decline a double piazza, or two-story veranda with square posts and capitals and a pierced railing. The box cornice does not continue across the gable ends. Flues of the inside end chimneys, which originally had elaborately corbelled caps, have been shortened, and the original shingle roof has been covered with asphalt tile.

The building is sheathed with horizontal weatherboarding. Plain wooden window and door trim includes shallow pediments. Original doors making up the center bays of the ground and second stories are surrounded by transoms and sidelights. Windows are double-hung sash with 6 lights over 6. The public rooms downstairs have been modified superficially with modern wall paneling, but original brick chimney pieces and much of the old paneled wainscoting are intact. The central stair to sleeping rooms upstairs is presently enclosed, but could be reopened readily. The attic has been closed due to fire regulations for some years.

The dormitory wing was added around 1915 in response to anticipated traffic on the Pacific Highway, which was under construction in 1914. The new wing matched materials and detail of the original building. It was joined to the back of the main block and extended beyond the south end of the old building.

SEE INSTRUCTIONS

SEE INSTRUCTIONS

3. SIGNIFICANCE

PERIOD *(Check One or More as Appropriate)*

- ☐ Pre-Columbian
- ☐ 15th Century
- ☐ 16th Century
- ☐ 17th Century
- ☐ 18th Century
- ☒ 19th Century
- ☐ 20th Century

SPECIFIC DATE(S) *(If Applicable and Known)* 1857

AREAS OF SIGNIFICANCE *(Check One or More as Appropriate)*

- ☐ Aboriginal
- ☐ Prehistoric
- ☐ Historic
- ☐ Agriculture
- ☒ Architecture
- ☐ Art
- ☐ Commerce
- ☐ Communications
- ☐ Conservation
- ☐ Education
- ☐ Engineering
- ☐ Industry
- ☐ Invention
- ☐ Landscape Architecture
- ☐ Literature
- ☐ Military
- ☐ Music
- ☐ Political
- ☐ Religion/Philosophy
- ☐ Science
- ☐ Sculpture
- ☐ Social/Humanitarian
- ☐ Theater
- ☒ Transportation
- ☐ Urban Planning
- ☐ Other *(Specify)* _____

STATEMENT OF SIGNIFICANCE

The road house at Wolf Creek, with its double piazza and trim derived from the Classical Revival style, is one of the oldest buildings of its type remaining in Oregon. It is unique among surviving examples in that it has remained in continuous use for essentially its original purpose and it is in sound condition. After Historic American Buildings Survey work of 1934, the Wolf Creek Tavern was for many years the most frequently published example of the architecture of Territorial Oregon. Today it is generally considered to be the paragon of dozens of similar way-stations once associated with the network of early roads and trails in Western Oregon.

Owing to the loss of authentic records of the day-to-day operation of the Tavern, a certain amount of romantic tradition and misinformation has been attached to the building over the years. The establishment is incorrectly supposed to have been built by the West's famous transportation enterpriser, Ben Holladay. Moreover, newspaper feature articles perpetuate the notion that the entourage of President Rutherford B. Hayes stopped at the Tavern while traveling on the Coast in 1880. The latter claim has not been substantiated by evidence presently available. Other celebrated figures reputed to have been guests of the hostel are General U. S. Grant and California author Jack London, who is said to have completed the final chapters of Valley of the Moon during his stay.

The date consistently attributed to construction of the Tavern is 1857. The building was erected on the main north-south Territorial Road through Southwestern Oregon, much of which route the California Stage Company duplicated in opening a 710-mile line between Sacramento and Portland in 1860. A road was completed from Portland to Jacksonville by 1859. In 1861 the California Stage Company had completed all sections of its road north from Sacramento to Jacksonville. The Company's leading proprietors were James Birch, Frank S. Stevens and Warren F. Hall. Initially bolstered with a U. S. gornvernment mail contract, the Oregon and California Stage Line was operated for nearly thirty years before it was displaced by the Oregon and California Railroad.

In the 1860s and 1870s, a trip by stagecoach from Sacramento to Portland was a six-day journey for a fare of $60. In mountainous northern Josephine County, the Company depended upon the Twogood and Harkness House at Grave Creek and Wolf Creek Tavern for the convenience of its passengers.

With construction of the Pacific Highway in 1914 and successive road improvements, the Tavern was revived and has periodically prospered from the steady stream of traffic passing by its door.

HABS Data Sheet, ORE-38, 1934; revised 1938.

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Hamlin, Talbot, Greek Revival Architecture in America (New York, New York: Dover Publications, Inc., 1964), Plate 89. Hamlin's book, including the plate, was originally published by Oxford University Press in London in 1944.

Ross, Marion Dean, "Architecture in Oregon 1845-1895," Oregon Historical Quarterly, Vol. 57, No. 1 (March 1956), 39.

Sutton, Jack, 110 Years with Josephine: The History of Josephine County, Oregon, 1856-1966 (Medford: Josephine County Historical Society, 1966), 70.

Winther, Oscar Osburn, The Old Oregon Country: A History of Frontier Trade, Transportation and Travel (Stanford, California: Stanford University Press, 1950), 145-146; 263, 276-278.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY							OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES					
CORNER	LATITUDE			LONGITUDE				LATITUDE			LONGITUDE		
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds		Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
NW	°	'	"	°	'	"		42°	41'	44"	123°	23'	41"
NE	°	'	"	°	'	"							
SE	°	'	"	°	'	"							
SW	°	'	"	°	'	"							

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 3 acres

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE: Elisabeth Walton, Park Historian

ORGANIZATION: Parks and Recreation Section

DATE: March 1972

STREET AND NUMBER: Oregon State Highway Building

CITY OR TOWN: Salem

STATE: Oregon 97310

CODE: 41

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National [X] State [ ] Local [ ]

Name _____

Title Administrator of Highways

Date _____

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

_____

Chief, Office of Archeology and Historic Preservation

Date _____

ATTEST:

_____

Keeper of The National Register

Date _____

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

STATE	
Oregon	
COUNTY	
Josephine	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

SEE INSTRUCTIONS

1. NAME

COMMON:

AND/OR HISTORIC: Wolf Creek Tavern

2. LOCATION

STREET AND NUMBER:

CITY OR TOWN: Wolf Creek

STATE:	CODE	COUNTY:	CODE
Oregon 97497	41	Josephine	033

3. PHOTO REFERENCE

PHOTO CREDIT: Oregon State Highway Division

DATE OF PHOTO: 1970

NEGATIVE FILED AT: Parks and Recreation Section, State Highway Division
Salem, Oregon 97310

4. IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC.

Southeast view, showing two-story veranda and south dormitory wing added ca. 1915.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

SEE INSTRUCTIONS

STATE	
Oregon	
COUNTY	
Josephine	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

1. NAME

COMMON:

AND/OR HISTORIC: Wolf Creek Tavern

2. LOCATION

STREET AND NUMBER:

CITY OR TOWN: Wolf Creek

STATE:	CODE	COUNTY:	CODE
Oregon 97497	41	Josephine	033

3. PHOTO REFERENCE

PHOTO CREDIT: Oregon State Highway Division

DATE OF PHOTO: 1970

NEGATIVE FILED AT: Parks and Recreation Section, State Highway Building
Salem, Oregon 97310

4. IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC.

Northeast view, showing two-story veranda and kitchen and ballroom wing

Form 10-301
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES

PROPERTY MAP FORM

(Type all entries - attach to or enclose with map)

STATE	
Oregon	
COUNTY	
Josephine	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

SEE INSTRUCTIONS

1. NAME

COMMON:

AND/OR HISTORIC: Wolf Creek Tavern

2. LOCATION

STREET AND NUMBER:

CITY OR TOWN: Wolf Creek

STATE:	CODE	COUNTY:	CODE
Oregon 97497	41	Josephine	033

3. MAP REFERENCE

SOURCE: U.S.G.S. 15 minute series (Topographic), Glendale Quadrangle

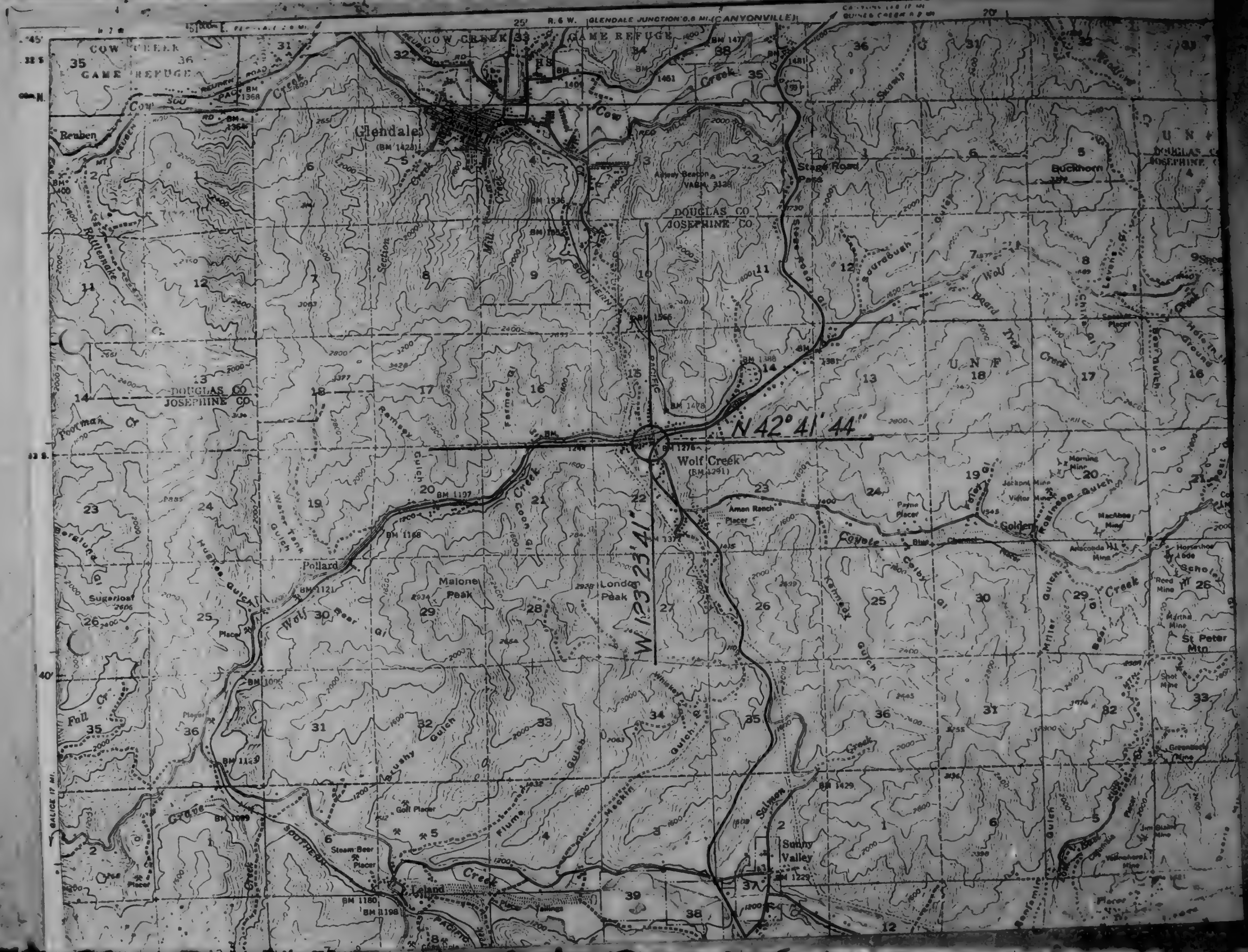
SCALE: 1:62500

DATE: 1954

4. REQUIREMENTS

TO BE INCLUDED ON ALL MAPS

1. Property broundaries where required.
2. North arrow.
3. Latitude and longitude reference.


COW CREEK GAME REFUGE
Glendale
(BM 1422)
Reuben
Rattlesnake
Section
Mill Creek
SOUTHERN PACIFIC
DOUGLAS CO
JOSEPHINE CO
Foorman Cr
Wolf Creek
(BM 1291)
N 42° 41' 44"
W 123° 41'
Pollard
Malone Peak
London Peak
Wolf Creek
Sugarloaf
Full Cr
Grave Creek
Leland
Steam Beer Placer
Gold Placer
Sunny Valley
Stage Road Pass
Squaw Creek
Wolf Creek
Board Tree Creek
Golden
Coyote
Robinson Gulch
Scholl
St Peter Mtn
Buckhorn
Aman Ranch Placer
Payne Placer
Jackpot Mine
Victor Mine
MacAbee Mine
Morning Mine
Anaconda Hill Mine
Reed Mine
Martha Mine
Shot Mine
Greenback Mine
Jim Buck Mine
Horseshoe Lode
Hole in the Ground
Airway Beacon
(ABM 3138)
GLENDALE JUNCTION 0.8 MI.
CANYONVILLE
U N F

RECEIVED
MAR 20 1972
FOR FILING

Glen
Beauty
Illinois
Grove Co Tavern

March 17, 1972

Executive Department
Federal Aid Coordination Unit
120 Public Service Building
Salem, Oregon 97310

Gentlemen:

Pursuant to the requirements of Circular No. A-95 of the Bureau of the Budget of the U. S. Government, the enclosed project is submitted to your office for review and comments.

State Administrative District No. 8 — Wolf Creek Tavern Acquisition
Josephine County

The estimated date of filing for federal-aid funds on this project is April 1, 1972. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

If additional information is desired, please contact Elizabeth Walton, Park Historian, Extension 6290.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Attachments

BLG:js

cc: L. P. Shaw
W. J. McCallum
E. S. Hunter
F. L. Hall
D. H. Moehring
H. S. Cox
B. L. Gifford
R. N. Chase
George Thornton
J. H. Versteeg

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	(1-6) PNRS No.	(9) CARD TYPE	Page One

01 12) PROJECT TITLE (71)
Wolf Creek Tavern Acquisition

02 12) APPLICANT (45) — Department of Transportation
46) DIVISION (79) — State Highway Division

03 12) APPLICANT ADDRESS STREET (45) — 319B State Highway Building
46) CITY (60) — Salem
76) ZIP 80 — 97310

04 12) CONTACT PERSON (45) — Elisabeth Walton, Park Historian
46) Area Code (48 — 503
49) Phone (55 — 378
56) Extension (59 — 6290

05 12) SUMMARY PROJECT DESCRIPTION (Attach supporting documents as necessary.) (71)
Acquire 3 acres, including historic Wolf Creek Tavern.

06 12) (71)

07 12) (71)

08 12) (71)

09 12) (71)

10 12) (71)

11 12) PROJECT LOCATION CITY (45) — 46) PROJECT LOCATION COUNTY (79)

12

FEDERAL FUNDS		NON FEDERAL MATCHING FUNDS		OTHER	TOTAL
12) (A) Grant (19	20) (B) Loan (27	28) (C) State (35	36) (D) Local (43	44) (E) Funds (51	52) (F) Funds (60
23,750				23,750	47,500

13 12) TYPE OF OTHER FEDERAL FUNDS (see 12B) (45) — 46) TYPE OF OTHER NON FEDERAL FUNDS (see 12E) (79)

14 12) FEDERAL/STATE PROGRAM TITLE (71)
National Historic Preservation Act of 1966 (P.L. 89-665)

15 12) FEDERAL/STATE AGENCY NAME (45) — Department of the Interior
46) FEDERAL/STATE SUB-AGENCY (79) — National Park Service

17 (A) TYPE OF APPLICANT: (Check (x) the single most applicable box.)

State	Interstate	County	City	School District	Special Unit	Community Action	Sponsored Organization	Other
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (x) as many boxes as apply to this action.)

New Grant	Cont. Grant	Suppl't. Grant	Increase Duration	Decrease Duration	Cancellation	Increase Dollars	Decrease Dollars
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) IS THERE A COMPREHENSIVE PLAN?

State		Regional		Local	
Yes	No	Yes	No	Yes	No
☒ 29	☐ 30	☐ 31	☐ 32	☐ 33	☐ 34

(D) Is Project Under A-95

Yes	No
☒ 35	☐ 36

(E) Environmental Impact

Yes	No
☐ 37	☒ 38

(F) Housing Relocation Required

Yes	No
☐ 39	☒ 40

(G) ESTIMATED APPLICATION FILING DATE:

41) Month 42)	43) Day (44	45) Year (46
April	1	1972

Section: Wolf Creek Tavern Acquisition

Highway: Wolf Creek

County: Josephine

District: 8

Project Description (cont.)

Explanations:

12E: Private

12C: [redacted]

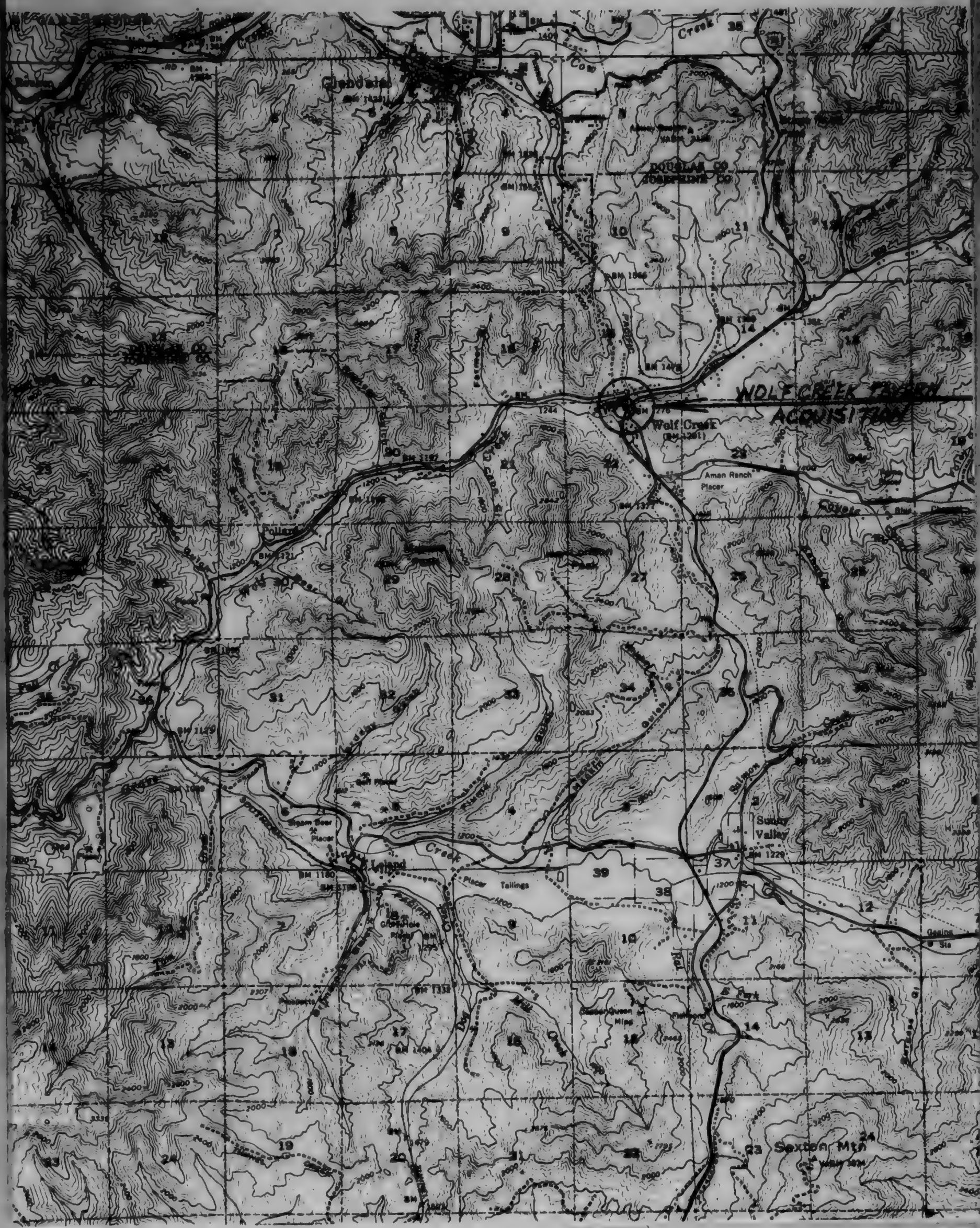
Mr. Donald U. Wall
125 El Toyonal
Orinda, California 94563

17C: Statewide Plan for Historic Preservation, First Edition, 1971.

17E:

17F:

II: District Clearing House Action: Notified 3/17/72 Exempt by Agreement Yes ☐ No ☒


Creek
Quartzburg
DOUGLAS CO
JOSEPHINE CO
WOLF CREEK TAILINGS
ACQUISITION
Wolf Creek
Aman Ranch
Placer
Pollard
Leland
Placer Tailings
Sunny
Valley
Sexton Mtn

1633

RECEIVED
MAR 24 1972
FOR FILING

2

EXECUTIVE DEPARTMENT

CAPITOL BUILDING • • • • • • • • SALEM, OREGON 97310

Want Pres.
Wolf Creek
Tavern

TOM McCALL
GOVERNOR

CLEIGHTON L. PENWELL
Director

Mr. George Baldwin, Administrator
Highway Division
Highway Building
Salem, Oregon 97310

Re: Highway Division
Wolf Creek Tavern Acquisition
PNRS #7203 2 320

Dear Mr. Baldwin:

This is to acknowledge receipt of your Notice of Intent to file for Federal funds.

We have considered your proposal and concluded that it is essentially of limited local impact and presents no conflicts with existing state plans.

A copy of this letter should accompany your application to the Federal Agency as evidence of your having complied with OMB A-95.

Sincerely,

Cleighton Penwell

CP:ml

RECEIVED
MAR 28 1972
OFFICE OF
STATE HIGHWAY ENGINEER

3-24-72
REFERRED TO
Straw, Schneider-Jones
BY BOBBY BLUE HIGHWAY

8633

RECEIVED
JAN 28 1972
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Hist. Prsv

Wolf Creek Tavern

fie 8

To: The Parks and Recreation Advisory Committee

From: David G. Talbot
State Parks Superintendent

Date: January 26, 1972

Subject: Wolf Creek Tavern

At the October meeting the Committee briefly discussed the Wolf Creek Tavern historical project and asked to be kept advised. The staff has accelerated its nomination of the Tavern to the National Register and we expect to mail the formal application forms to the National Park Service in February. Attached for your information is a letter from Rod Porter to Tom Vaughan on this subject which indicates that there are no funds available for possible state purchase of this historical building.

This matter will be on the agenda for the February 3 meeting of the Committee.

DGT:jw
Encl.

bc: Mr. L. P. Shaw (4)

RECEIVED
JAN 27 1972
OFFICE OF
STATE HIGHWAY ENGINEER

8633

RECEIVED
JAN 18 1972
FOR FILING

Adam
Beauty
Three Rivers

Wolf Creek Tavern

January 17, 1972

The Honorable Kenneth E. Jackson
Chairman
Josephine County Board of Commissioners
Courthouse
Grants Pass, OR 97526

Dear Mr. Jackson:

The State Advisory Committee on Historic Preservation has recommended the nomination of the Wolf Creek Tavern in Josephine County to the National Register of Historic Places.

Should you wish to comment on this nomination, you are most welcome to do so. We would appreciate having any comments in hand before the nomination is sent to Washington, D. C., toward the end of this month.

The National Register is maintained by the National Park Service Office of Archeology and Historic Preservation. It lists buildings, structures, areas, sites and objects significant in American history, architecture, archeology and culture.

Under authority of the National Historic Preservation Act of 1966, entry in the National Register gives a property some measure of protection from destruction or alteration by federally sponsored projects. It also makes the property eligible under certain conditions for federal grants. A listing in the National Register does not require a property owner to grant the right of access to the public. Final authority for acceptance of a property for entry in the National Register lies with the National Park Service.

Further information on the National Register program may be obtained from our Parks and Recreation Section.

Very truly yours,

George H. Baldrin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

Attn:
bc George H. Baldrin
F. S. Klaben
Lloyd P. Shaw
L. H. Young
David G. Talbot

3633

RECEIVED
DEC 30 1971
FOR FILING

Wolf Creek Tavern

December 29, 1971

Mr. Thomas Vaughan, Chairman
State Advisory Committee
on Historic Preservation
1233 S. W. Park Avenue
Portland, Oregon 97205

1708

Dear Mr. Vaughan:

Thank you for your recent letter concerning the historic Wolf Creek Tavern in Josephine County.

With regard to the nomination of the property to the National Register, the action of the Parks and Recreation Advisory Committee recommended that preparation of the final form be completed as soon as possible. The questions of the status of the property in the National Register program and finding a sponsor for its preservation were raised during the Committee's discussion of ownership. Because of serious budget problems, it is unlikely that this agency will be able to give consideration to purchase of the property this biennium.

We very much appreciate the support of the State Advisory Committee on Historic Preservation in this matter, and we will be pleased to advise you if it appears that further action is desirable.

I am retiring from the Highway Division the end of this year and wish to thank you and the other members of your Committee for so ably serving the State for the purposes of the National Register program over the past year. Your record of work is outstanding and I, personally, am most appreciative of your service.

Sincerely,

R. L. Porter
State Highway Engineer

cc Tom Edwards
Lloyd P. Shaw
D. G. Talbot
Elisabeth Walton

EW: fn

OREGON HISTORICAL SOCIETY

BATTLESHIP OREGON MUSEUM, OREGON GEOGRAPHIC NAMES BOARD,
OLD OREGON TRAILS ASSOCIATION AND OREGON LANDMARKS COMMITTEE

1230 S.W. Park Avenue • (503) 222-1741 • Cable Address: HISTORE
PORTLAND, OREGON 97205

MRS. M. TOMSON, *President*
DAVID E. ABRAM, *Vice-President*
JACK P. STEIWER, *Secretary*
NILS B. HULT, *Treasurer*
MRS. HAROLD A. MILLER, *Ass't. Treasurer*
DAVID L. DAVIES, *Legal Counsel*

THOMAS VAUGHAN
Director • Editor
Oregon Historical Quarterly

December 10, 1971

Mr. R. L. Porter
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

During our recent meeting, one of our members brought to the attention of the State Advisory Committee on Historic Preservation the fact that the Wolf Creek Tavern in Josephine County is up for sale and its future uncertain.

Last June we reported to you that the Advisory Committee had unanimously recommended nomination of the old stagecoach inn and tavern to the National Register of Historic Places. We understand that during a meeting on October 30, the State Parks and Recreation Advisory Committee moved to expedite its actual nomination to the National Register and recommended that staff look into the feasibility of its acquisition by the State.

The State Advisory Committee on Historic Preservation feels that the Wolf Creek Tavern is of most extraordinary significance as an example of Oregon architecture and a reminder of early day transportation. The Committee wished me to express our wholehearted support of the action of the Parks and Recreation Advisory Committee in this matter. Our members feel that the building would be more adequately protected under State ownership but that it could be suitably maintained by a lessee in its current role, which has not changed in 114 years.

If we can be of assistance in this regard, we shall be glad to do whatever is appropriate.

Very truly yours,

Thomas Vaughan
Director

TV:jlp
cc: Mr. Glenn Jackson
Mr. Loran L. Stewart
Mr. David G. Talbot

RECEIVED
DEC 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

634 99E @ SE River Rd (Milwaukie) 19
Sec of 99E (SE McLoughlin Blvd)
Milwaukie (Traffic signal installation)

C+A 6207 11-29-77

#8634 2-29-80 B

STATE COPY

cc: OSHD (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Clackamas	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
2-29-80	W. N. Bryant, Area Engineer	TQF-26(9)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
8-9-78	1-25-79	111 %	220 C.D.

APPROVED EXTENSIONS	LOCATION
None	SR 99E Jct SE River Rd, City of Milwaukie, Oregon

~~All Materials and labor used by Contractor on Highway Construction Involving Federal Funds have been~~ A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PACIFIC HWY EAST AT SE RIVER RD
PACIFIC HIGHWAY EAST
Signal

RECEIVED
STATE HWY ENGR
MAR 5 '80
REFER TO
Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

3/5 cf

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: W. N. Bryant / W. N. Bryant Area Engineer		SIGNATURE: Original Signed By G. K. HOSSNER / G. K. Hossner Field Operations Engineer	
TITLE: Area Engineer	DATE: 2-29-80	TITLE: Field Operations Engineer	DATE: 2-29-80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8634 - D C

Vic Atiyeh

Department of Transportation
STATE HIGHWAY DIVISION

August 21, 1979

Olson Electric Company, Inc.
Post Office Box 830
Vancouver, WA 98666

Gentlemen:

Time Extension Request
Pacific Hwy. East @ S.E. River Rd.
FAP No. TQF-26(9)
Contract No. 8634

Your request for additional contract time on the above project has been received. The request cannot be considered, since it was not submitted within the time permitted by the contract. Requests for adjustments in contract time must be submitted "during the progress of the work" in accord with Section 108.09 of the contract Specifications.

A cursory review indicates that the reasons stated are not valid reasons for additional contract time even if the request had been submitted in a timely manner.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

CTK:OBJ:fr

bc: H. S. Coulter
Ed Hardt
H. M. Fillmore
FHWA

RECEIVED
STATE HWY ENGR
AUG 27 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

cy Dick Hacek

Form 81-734 3123

5320

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

IN REPLY REFER TO
FILE NO.

RECEIVED
FEB 13 1979
NORMA PAULUS
SECRETARY OF STATE

February 13, 1979

Mill Plain Electric, Inc.
714 S. E. 136th Avenue
Vancouver, Washington 98664

Attention: Norbert S. Malberg
Vice President

FILED
FEB 13 1979
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge receipt of your letter of January 26, 1979, sent to the attention of E. M. Fillmore, Resident Engineer, stating that Olson Electric Company owes you $636.40.

This appears to be in reference to the Olson Electric Company, Inc., Contract No. 8634, Pacific Highway East at S. E. River Road (Milwaukie) Section in Clackamas County.

The United States Fidelity and Guaranty Company furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of your claim letter. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,

C. W. Head

C. W. Head
COMMISSION SERVICES

CWH:fkn

cc United States Fidelity & Guaranty Co.
PO Box 3459
Portland, OR 97208

RECEIVED
FEB 15 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Olson Electric Company, Inc.
200 E. 5th
Vancouver, WA 98666

Hon. Norma Paulus - Please acknowledge receipt of this attached claim letter on the enclosed copy of this letter.

NOTED
C. W. HEAD

FORM 731-0027

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

3700 S.E. 72nd St.
Portland, OR 97266
January 31, 1979

FILE:

FROM: H.M. Fillmore
Resident Engineer

SUBJECT: McLoughlin Blvd. @ S.E. River Road
Contract No. 8634

TO: Marion Craft
Regional Construction Engineer

Attached is a letter and billing from Norbert Halberg, electrician, referring to a bill submitted to Olson Electric Co., which has not been paid. I have investigated and find that the word subcontract is not the proper wording. Mr. Halberg worked for Olson Electric Co. during construction of the signals. Shortly after the original construction, Mr. Halberg quit Olson Electric. When some of the loops were found faulty and had to be redone, Olson wanted Halberg to do it as he had done the first ones, but by this time Halberg was connected with Mill Plain. In reality, Olson hired Mill Plain Electric to do the work. The work took 2 days or 16 hours. If the same rules apply now that did a few years ago, 16 hours work by another specialist company does not necessitate a subcontract.

Responsibility for redoing the work is a controverey between Olson and ~~the Union~~ Mill Plain Elec. and I would not think it involves the State.

RE RME BE
TE RECEIVED RSM
UE FEB 2 1979 RSC
SO REGION 1 RBJ
TO

RECEIVED
FEB 9 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

MILL PLAIN
IND. ELECTRIC COM.
WIRING CONTRACTOR

714 S. E. 136TH AVENUE
VANCOUVER, WASHINGTON 98664
892-5330

January 26, 1979

Oregon State Highway Department
3700 S.E. 92nd
Portland, Oregon

Re: River Road Project

Attn: E. M. Gilmore

This letter is confirming our telephone conversation on January 26, 1979 with Chuck Lohaugh.

We informed you that Olson Electric Company has a contract with you, as mentioned above. Due to their man power shortage we did the sub-contract work of installing loops. As of this date we have not received any payment. This amount has been due since August 11, 1977. Although we bill them monthly we do not get any response of any kind.

Sincerely yours,

MILL PLAIN ELECTRIC, INC.

Norbert S. Halberg
Vice-President

NSH:cm
enclosure

RECEIVED
FEB 9 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OFFICE
692-8320 VANC
289 3143 PORT

MILL PLAIN
IND. ELECTRIC COM.
WIRING CONTRACTOR

714 S. E. 136TH AVENUE
VANCOUVER, WASHINGTON 98664

August 11 19 78

Olson Electric
P.O. Box 830
Vancouver, WA

Job#2614-P	Re: RiverRoad	$636.40
Job#2614-P	Re: River Road Installing loops	$636.40

This Account is Due and Payable 10th of This Month and in order to prevent any confusion or misunderstanding, we state that it is a provision of our regular terms of sale that interest at 12% per annum will be charged on all delinquent accounts until paid.

RECEIVED
FEB 9 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

January 31, 1979

U.S. Fidelity & Guaranty Co.
P. O. Box 2459
Portland, OR 97208

Gentlemen:

On January 26 we wrote to you concerning release of final payment on Contract No. 8614 awarded to Olsen Electric Company, Inc., for traffic signal installation on the Pacific Highway East at S.E. River Road in Milwaukie, Clackamas County.

Final payment on this contract is $2,246.91 and the total contract amount is $39,321.96. No work was performed under force account.

Very truly yours,

C. W. Read
COMMISSION SERVICES

dda

cc Olsen Electric Company, Inc.
200 E. 5th
Vancouver, WA 98666

bc C. T. Keaney
Walt Hart
Ed Hardt

8634

FORM 81-704-8001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Pacific Hwy East @ S.E. River Road		WEEK ENDING: October 27, 1978
		SECTION PREFIX: 3-1087
HIGHWAY: Pacific Hwy. East		COUNTY: Clackamas
NAME OF JOB: Pacific Hwy. East @ S.E. River Road	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Olson Electric Co.	CONTRACT NUMBER: 8634	FEDERAL AID PROJECT NUMBER: TQF-26(9)
DATE OF CONTRACT: November 22, 1977	DATE WORK STARTED: March 2, 1978	ESTIMATED COMPLETION DATE: Second Notification 8-9-78
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 220	CALENDAR DAYS USED 244
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 111
PROJECT AUTHORIZATION: $ 49,482.32		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 45,161.32	ENGINEERING AUTHORIZATION $ 4,321.60	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION Inc. Eng. 96.7
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 41,852.36	ENGINEERING COST TO DATE $ 6,265.38	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 7.3%	PERCENT OF AUTHORIZATION 145 %	Turn on 9-25-78

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

-

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 22		0		
MONDAY 23	Fair	0		
TUESDAY 24	Fair	0		
WEDNESDAY 25	Fair	0		
THURSDAY 26	Fair	0		
FRIDAY 27	Cloudy	0		
SATURDAY 21		0		

K

Keasey, Richards, Jackmond, Berg, Hopkins, Inloes, Williams, Widmer, Johnsen, Gebauer, Glenn, Church

RECEIVED
OCT 30 1978
CONSTRUCTION BRANCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 22	No activity.
MONDAY 23	"
TUESDAY 24	"
WEDNESDAY 25	"
THURSDAY 26	"
FRIDAY 27	"
SATURDAY 21	"

REMARKS

This week: No activity.

FINAL REPORT

Semi-final will be submitted Monday, October 30th.

SIGNED W. F. Thomas LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F218

8634

FORM 81-734-5001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Pacific Hwy E. @ S.E. River Road		WEEK ENDING: August 11, 1978
		SECTION PREFIX: 3-1087
HIGHWAY: Pacific Hwy East		COUNTY: Clackamas
NAME OF JOB: Pacific Hwy E. @ S.E. River Road	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Olson Electric Co.	CONTRACT NUMBER: 8634	FEDERAL AID PROJECT NUMBER: TOF-26(9)
DATE OF CONTRACT: November 22, 1977	DATE WORK STARTED: March 2, 1978	ESTIMATED COMPLETION DATE: August 9, 1978
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 220	CALENDAR DAYS USED: 244
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 111
PROJECT AUTHORIZATION: $ 49,482.32		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 45,161.32	ENGINEERING AUTHORIZATION: $ 4,321.60	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 42,009.15	ENGINEERING COST TO DATE: $ 5,561.56	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: Inc. Eng. 96.1%
ESTIMATED PERCENT: OVERRUN / UNDERRUN 7%	PERCENT OF AUTHORIZATION: 129%	DATE PROJECT WAS COMPLETED: August 9, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 Van, 1 Pickup, 1 Concrete Saw

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 6	Fair	1		
MONDAY 7	Fair	1		
TUESDAY 8	Fair	1		
WEDNESDAY 9	Fair	1		
THURSDAY 10	Fair	0		
FRIDAY 11	Cloudy	0		
SATURDAY 5	Fair	1		

RECEIVED
AUG 14 1978
CONSTRUCTION BRANCH

Kasey — Richards
Jackmond — Berg
Hopkins — Inloes
Williams — Widmar
Johnson — Gebauer
Olsen — Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 6	No activity.
MONDAY 7	Slots being sawed for loops and home runs. Wire being installed and epoxyed.
TUESDAY 8	No activity.
WEDNESDAY 9	Completed installation of loops and home runs.
THURSDAY 10	No activity.
FRIDAY 11	No activity
SATURDAY 5	No activity.

REMARKS

This week: Completed Signal inatallation.

Signals will remain on flashing until maintenance checks systems.

Turn on is scheduled for 10:00, Monday August 14th.

SIGNED Mat Fullmer LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8634 ~~5279~~

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 19, 1978

RECEIVED
JUL 20 9 02 AM '78
NORMA PAULUS
SECRETARY OF STATE

Signals & Control Systems, Inc.
2685 - 151st Place N.E.
Redmond, WA 98052

Attention: David E. Naf
Secretary-Treasurer

RECEIVED
JUL 20 1978

Gentlemen:

This will acknowledge receipt of your claim letter of July 11, 1978, with attachment informing us that Olson Electric Corp. owes you for equipment in the amount of $8,475.

This appears to be in reference to the Olson Electric Company, Inc., Contract No. 8634, Pacific Highway East at S.E. River Road (Milwaukie) in Clackamas County.

The United States Fidelity and Guaranty Company furnished the bond on this contract. We will advise the surety and the principal contractor of the receipt of your claim, and we will also forward it to the Secretary of State for filing.

Please let us know when this claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

NOTED ON CARD
7-25-78

CWH:dda

cc U.S. Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

Olson Electric Company, Inc.
200 E. 5th
Vancouver, WA 98666

RECEIVED
JUL 24 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc Secretary of State ✓ Please acknowledge receipt of the attached claim on the enclosed copy of this letter

NOTED
C. W. HEAD

Signals & Control Systems, Inc.

2685 - 151st Place N.E.
Redmond, Washington 98052 • (206) 885-7443

July 11, 1978

NOTICE OF CLAIM

Mr. C. W. Head
121 Transportation Bldg.
Salem, Or. 97310

Re: Contract No. 8634
Traffic Signal Installation
Pacific Hwy. E. At S. E. River Rd.
Surety: United States Fidelity & Gaurantee Co.

Dear Mr. Head:

Olson Electric Corp. owes Signals & Control Systems, Inc. $8,475.00. This is owed as payment for the following equipment:

1, Traffic Signal Controller
8, Vehicle Signal Heads
6, Pedestrian Signal Heads
2, 1-Way Post Top Mounts
3, 1-Way Side of Pole Mount
1, 2-Way Post Top Mount
6, Pedestrian Push Buttons & Signs
1, Internally Illuminated Sign
6, Span Wire Mounts
1, Plumbizer
5, Terminal Cabinets
1, Flasher Cabinet
1, Down Light

Very truly yours,

Signals & Control Systems, Inc.

David E. Naf
Secretary-Treasurer

RECEIVED
JUL 17 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

Signals & Control Systems, Inc.

2885 - 151st Place N.E.
Redmond, Washington 98052 • (206) 885-7443

7/14/78

Olson Electric
P.O. Box 830
Vancouver, Wa.
98666

Att: Joe Olson

Re: Pacific Highway E. at S.E. River Road.
Oregon State Highway Division Contract #8634

Dear Mr. Olson

Signals & Control Systems Inc. billed your company on April 7, 1978 in the amount of $8,475.00
This billing was for traffic signal equipment as per your purchase order number 15434. I called your offic on May 23, 1978 and spoke to your employee, Rosa Lee, regarding payment. She told me that you had applied for materials on hand payment from the highway department and that we would recieve our payment in about 2 weeks.
As this account is over 60 days past due we are as of July 14, 1978 stopping work on this project. We will resume work upon receipt of payment.

Sincerely,

David E. Naf
Sec./Trea.

Att: C.W. Head, O.S.H.D.

RECEIVED
JUL 17 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

5634

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
1-39	**FEDERAL-AID PROJECT AGREEMENT**	County: Clackamas
	1-10-78	Project No.: TOF-26(9)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99E, Jct. S.E. River Rd. (Milwaukie)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-26-77	0.00
OTHER *(Specify)*		

FUNDS Pro rata 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 48,795.00	$ 41,866.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Wenta

Technical Services Engineer
(Title)

By H S Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Leon Buseck
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator JAN 10 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

file

Oregon State Highway Division
Salem, Oregon, December 9, 1977

Federal Aid Project
No. TQF-26(9)

Pacific Hwy. East @ S.E. River Road (Milwaukie) Section
Pacific Highway East
Clackamas County

Project Agreement Estimate.

Type Code Y031
Traffic Signal (Pacific Hwy. E. @ S.E. River Road)

Temporary Protection and Direction of Traffic	All Required		$ 900.00
Temporary Signs	110 Sq.Ft.	5.10	561.00
Flagmen	40 Hour	21.50	860.00
Traffic Signal Installation, Complete	All Required		38,395.00
			$40,716.00

Anticipated Items

Permanent Signing (S.F.)	All Required	$ 300.00
Permanent Pavement Striping (S.F.)	All Required	300.00
Trim Trees (S.F.)	All Required	500.00
Overlay & Curb Removal (S.F.)	All Required	800.00
		$ 1,900.00

Subtotal	$42,616.00
Engineering	6,179.00
Total	$48,795.00

Length of Project . . . . . 0.0 Mile

SUMMARY OF FUNDS (85.8%)

Federal Funds	$41,866.00
State Funds	6,929.00
Total	$48,795.00

Group 1 100%
Contract No. 8634
Prefix No. 3-1087

November 29, 1977

City of Milwaukie
City Hall
Milwaukie, OR 97222

Attention: Dorothy E. Farrell
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 6202

Gentlemen:

Attached for your records is a fully executed copy of an agreement for installation of traffic signals on the Pacific Highway East at 22nd Avenue (River Road) in Clackamas County

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (conformed agreement attached)

5634

FORM 61-734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

August 3, 1977

Salem, OR 97310

FILE:

FROM: Gary A. Potter, Manager
Environmental Section

TO: D. H. Hoehring
Program Management Engineer

SUBJECT: Statewide Assessment
Pacific Highway East at
Southeast River Road
Intersection redesign and
traffic signal installation
Clackamas County

NOTED
E. S. HUNTER

Copy
TRA 7-8

The purpose of the project is to improve the operation and safety of this intersection by installing a fully actuated three phase signal and channelizing the traffic moving to and from River Road. A sketch of the proposal is attached.

No right-of-way will be required, and no foreseeable alterations adversely affecting the environment are expected to occur. It is recommended that this project be considered a non-major action to be included under the Statewide Safety Assessment.

The primary purpose of this project is safety. Traffic noise will not be noticeably affected by this project. Mitigation is not feasible because of access and safety considerations. This constitutes the project noise study report as per FHPM 7-7-3.

GAP:cjh

Attachment

cc: E. S. Hunter
R. N. Bothman w/attach
Jef Kaiser w/attach
L. E. George w/attach

RECEIVED
STATE HWY ENGR
AUG 3'77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

663 Jamestown-Astoria Hwy. Jct. 197
See. of Ore. Coast Hwy
(Grading, paving, signing & sign

9636

cc: State (H. S. Coul[illegible]
Baker
Acct's

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Kappus
Hossner

FINAL ACCEPTANCE REPORT

11-6-79

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Clatsop	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
11/6/79	W. H. Kappus, Area Engineer	TQF-2-6(1)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
7/28/78	11/14/78	227/220 = 103 %	220 C.D.

APPROVED EXTENSIONS	LOCATION
---	The junction of the Warrenton Hwy. with the Oregon coast Hwy. approximately 1/2 mile West of Astoria

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

WARRENTON-ASTORIA HWY. JCT.
OREGON COAST HWY.
Grading, Paving & Signal

This project provided for the installation of a traffic signal with grading, paving, and revised channelization of the intersection.

Final project cost underran the original estimate by approximately 4%. This underrun was due mainly to a 17% underrun of Class "B" asphaltic concrete. Approximately 400 lineal feet of existing surface was not overlayed as originally estimated.

At the final inspection it was apparent that additional safety work would be necessary. An unprotected signal pole, installed with this contract, was struck shortly after it was installed. An impact attenuator has been installed as a temporary solution. A new signal plan (project) is presently being developed which will remove the signal support from the island area. Acceptance of the existing completed project is recommended.

COPY SENT
NOV 8 1979
STATE

11/19
ej Cawley

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: W. H. Kappus W. H. Kappus		SIGNATURE: G. K. Hossner G. K. Hossner	
TITLE: Area Engineer	DATE: 11/8/79	TITLE: Field Operations Engineer	DATE: 11/8/79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

2436 ○ ○ 9

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
January 23, 1979

Duane O. Christensen
Final Design Engineer

C. O. Fredrickson
Region 2 Engineer

Warrenton-Astoria Jct. Hwy. Sec.
[redacted]
Clatsop County
Impact Attenuator @ MP 6.56

Attached are prints of drawing B-794 for a temporary impact attenuator to be installed around a traffic signal strain pole located at MP 6.56 on the Oregon Coast Highway.

Vosburg
Christensen
George
Olson
Turpin
Sullivan
Scott
Andersen

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JAN 24 1979
ENGINEERING SECTION

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DOC:ab
cc: L. E. George
F. Eriksen

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. Duane O. Christensen
Final Design Engineer

DATE: January 19, 1979

FROM: J. E. Backstrand
Supervising Structural
Design Engineer

SUBJECT:

Warrenton-Astoria Jct. Hwy. Section
Oregon Coast Highway
Clatsop County
Impact Attenuators @ MP 6.56

As requested by your letter dated October 12, 1978, enclosed are prints of Drawing B-794 showing the details for a temporary impact attenuator installation protecting a strain pole located at M.P. 6.56 of the Oregon Coast Highway.

KA:smd

Enclosure

Hastings
Christensen
George
Olson
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8636 105

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

January 10, 1979
Salem, Oregon

ORIGINAL SIGNED BY
C. O. FREDRICKSON

FROM: C. O. Fredrickson
REGION II ENGINEER

TO: L. E. George
TRAFFIC ENGINEER SUPERVISOR

SUBJECT: Traffic Signal Revision
Oregon Coast Highway @
[redacted]
US101-US26-Hwy 9 M.P. 6.56

On October 3, 1978, you wrote to this office requesting two changes be made on the subject traffic signal installation. The first change, calling for the installation of programmed heads, will be handled as soon as the equipment is available and the electrical crew has an adequate amount of time.

The second change requested that impact attenuators be placed around the steel strain pole in the northwest quadrant. At the time your letter was received, this office requested an attenuator design be prepared since the placement of this pole does not lend itself to the standard installation procedures. This request was made to the Design Office by telephone, and as yet, we have not received an answer. This work will be done as soon as we receive something from them indicating what type of attenuator should be used and what the configuration should be.

As suggested in your letter, this work will be done by State forces and charged to the contract prefix.

COF/gl
cc: J. H. Versteeg
R. L. Schroeder
Eldon Everton

REFERRED TO
Beard Steudemann
Cole Sampl
Eriksen Z.E. Watso
Hager Dorn
Return Discuss Do File Copy D
BY FINAL DESIGN ENGINEER
Need Soon
by 1-19-79
Do

Versteeg
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George
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9

Salem, Oregon
December 19, 1978

Fred Eriksen
Design Engineer Supervisor

Warrenton/Astoria Highway Junction
[redacted]

Chet Anderson
Resident Engineer

Your "As Constructed Narrative Report" indicates the shoulder excavation work and backfill work went quite smoothly. It is certainly a definite safety measure when the contractor does complete the shoulder rock backfill the day of excavating.

I liked the way you installed the loop detectors in the base course paving so they would be covered by the wearing course of pavement. As you commented, it sure makes for a neater looking job.

FE:jh
cc: C. O. Fredrickson
C. T. Keasey

November 17, 1978

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8616 awarded to Palmberg Paving Co., Inc., for work on the Warrenton-Astoria Highway Junction Section of the Oregon Coast Highway in Clatsop County was completed on July 28, 1978, and accepted by the State Highway Engineer on November 14, 1978.

Final payment in the amount of $6,232.25 will be released to the contractor after November 22, 1978. The total contract amount is $114,043.94 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds

cc Palmberg Paving Co., Inc.
P. O. Box 707
Seaside, OR 97138

bc C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
C. O. Fredrickson

8636 9

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
October 12, 1978

Duane O. Christensen
Final Design Engineer

Leonard L. Wallace
Bridge Design Engineer

Oregon Coast Highway at
Warrenton-Astoria Highway
[redacted] (U.S. 101) MP 6.55
Clatsop County

Please develop a design for temporary attenuator protection for a steel (signal) strain pole (pole no. 1) in the northwest quadrant of the intersection.

Mr. L. E. George, Traffic Engineer Supervisor, has requested the steel pole be protected until the signal installation can be revised. A copy of his letter is attached.

We have discussed briefly with Ken Archibald the need for attenuator protection and furnished him with a copy of the signal installation plan and channelization construction plan.

This pole was hit very recently by a car eastbound on the Warrenton-Astoria Highway. The posted speed on both highways in this area is 55 mph.

I am advised your charges may be made to prefix 4-1420-.

FE:ab
cc: C. O. Fredrickson

Verstoeg
Christensen
George
Olson
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Sullivan
Scott
Anderson

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OCT 13 1978
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STATE OF OREGON INTER-OFFICE MEMO

ODOT - Traffic DEPT. 378-6[illegible]7 TELEPHONE

TO: C. O. Fredrickson
Region 2 Engineer

DATE: October 3, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Traffic Signal Revision
Oregon Coast Highway at
Warrenton-Astoria Highway
US101-US26-Highway No. 9 M.P. 6.56

The recent tour by the Design Review Team revealed the possible need for additional safety considerations at the subject signalized intersection.

This office is beginning a review to determine what final changes may be required, but, in the interim period, will you please institute the following changes at your earliest convenience:

1. Remove the three existing 3 section heads facing northbound traffic on US101 (one for left turn phase and two for north-south highway phase) and replace with programmed heads.

2. Place impact attenuators around the steel strain pole in the northwest quadrant (pole no. 1) to protect the Warrenton-Astoria Highway approach.

The program heads will cost approximately $850.00 each including labor and material. You would have a better estimate for the impact attenuators than this office. It is suggested that to expedite this work that you will use State Forces and charge to the current signal contract.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

GLC:cs

cc: J. H. Versteeg
G. T. Keasey
R. L. Schroeder
Eldon Everton
Robert Judson

Versteeg ✓
Christensen
George
3 Olson
Terpin
4 Sullivan
Scott
Anderson

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8636

FORM 51-724-2001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Warrenton/Astoria Hwy. Jct.		WEEK ENDING: August 12, 1978
		SECTION PREFIX: 004-1023
HIGHWAY: Oregon Coast		COUNTY: Clatsop
NAME OF JOB: Warrenton/Astoria Hwy. Jct.	KIND OF WORK: Grading, Paving, Signals & Signing	
CONTRACTOR: Palmberg Paving Co. Inc.	CONTRACT NUMBER: 8636	FEDERAL AID PROJECT NUMBER: TOF 2-6(1)
DATE OF CONTRACT: November 28, 1977	DATE WORK STARTED: March 8, 1978	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 220	CALENDAR DAYS USED 227
PROJECT AUTHORIZATION: $ 141,643.46	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 103
EXCLUSIVE OF ENGINEERING: $ 130,411.82	ENGINEERING AUTHORIZATION $ 11,231.64	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF [illegible]: $ 130,411.82	ENGINEERING COST TO DATE $ 10,911.21	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 97 %	DATE PROJECT WAS COMPLETED: July 28, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.30	0.30			0.30
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.30	0.30			0.30
TOTAL ESTIMATED QUANTITIES (CONTRACT)	515 Cu. Yd.	760 Cu. Yd.			2,250 Tons
TOTAL QUANTITIES CORRECTED TO DATE		865 Cu Yd.			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	515 Cu. Yd.	865 Cu. Yd.			2,000 Tons
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	6	Cloudy & Windy			
MONDAY	7	Fair & Windy			
TUESDAY	8	Fair			
WEDNESDAY	9	Cloudy & Windy			
THURSDAY	10	Drizzle			
FRIDAY	11	Cloudy & Shwrs			
SATURDAY	12				

K

Kessey ____ Richards ____
Jackmond ____ Berg ____
Hopkins ____ Inloes ____
____ Widmer ____
____ Gebauer ____
Glenn ____ Church ____

RECEIVED
AUG 14 1978
CONSTRUCTION BRANCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 6	
MONDAY 7	
TUESDAY 8	Removed conxtruction signs and cleaned up the entire project.
WEDNESDAY 9	
THURSDAY 10	
FRIDAY 11	
SATURDAY 12	

REMARKS

The project has been completed. Signs were removed this week and the clean up finished. Time was stopped on July 28, 1978. This will be the last report for this project. The final inspection is scheduled for August 17, 1978.

SIGNED Robert M Walling for Chet Anderson LOCATION Astoria

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

8636

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO. 1-38	FEDERAL-AID PROJECT AGREEMENT	OREGON
	1-10-78	County Clatsop
		Project No. TOF-2-6(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 101, Jct. Warrenton-Astoria Conn. MP 6.5

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-26-77	0.00
OTHER *(Specify)*		

FUNDS Pro rata 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 141,059.00	$ 121,028.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. J. Smith

Technical Services Engineer
(Title)

By H. J. Scudder

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Bussom
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator JAN 10 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental ,unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON, December 14, 1977

FEDERAL AID PROJECT
No. TQF-2-6(1)

WARRENTON/ASTORIA HIGHWAY JCT. SECTION
OREGON COAST HIGHWAY
CLATSOP COUNTY

Project Agreement Estimate

Type Code Y031

Traffic Signal

Mobilization	All Required		$ 2,500.00
Temporary Protection and Direction of Traffic	All Required		1,500.00
Temporary Signs	256 sq. ft.	7.00	1,792.00
Temporary Barricades	4 each	100.00	400.00
Flagmen	150 hour	22.50	3,375.00
General Excavation	515 cu. yd.	8.00	4,120.00
Watering	25 M-Gal.	20.00	500.00
1"-0 Aggregate Base	760 cu. yd.	10.00	7,600.00
Class "B" Asphalt Concrete	2,250 ton	26.00	58,500.00
Guardrail, Type 2A	150 lin. ft.	16.00	2,400.00
Guardrail, Type 3	50 lin. ft.	350.00	1,750.00
Guardrail, Type 1	2 each	250.00	500.00
Rail End Pieces, Type B	2 each	50.00	100.00
Rail End Pieces, Type C	2 each	100.00	200.00
Removal of Existing Sign Installations	All Required		500.00
Wood Sign Posts	All Required		2,000.00
Special Signal Pole Mounts	All Required		500.00
Type "A" Signs in Place	132 sq. ft.	15.00	1,980.00
Type "C", "D" and "R" Signs in Place	131 sq. ft.	9.00	1,179.00
Type "EE" and "I" Signs in Place	36 sq. ft.	9.00	324.00
Remove and Reinstall Existing Signs	All Required		100.00
Traffic Signal Installation Complete	All Required		30,076.00
			$121,896.00

Anticipated Items

Permanent Pavement Striping	All Required		$ 800.00
Temporary Erosion Control	All Required		500.00
			$ 1,300.00

	Subtotal	$123,196.00
	Engineering	17,263.00
	Engineering (Sig. Cont. Testing)	600.00
	TOTAL	$141,059.00

Length of Project . . . . . 0.0 mile

Work Retained in Program Status
(not included in amounts below)

Permanent Signing	All Required	$ 500.00
Roadside Seeding & Mulching	All Required	500.00

Federal Funds (85.8%) $121,028.00
State Funds 20,031.00

TOTAL $141,059.00

Group 1 - 100%
Contract No. 8636
Prefix - 4-1023

8636

[redacted]
[redacted]

Salem, Oregon
December 12, 1977

Duane O. Christensen
Final Design Engineer

C. T. Keasey
Construction Engineer

Permanent Signing Quantity
Revisions
Warrenton/Astoria Highway
Junction
[redacted] Highway
Clatsop County
Contract No. 8636

Due to changes in the contract plans the following changes in quantities are necessary:

Bid Item 016 (Wood sign posts) shall not change.

Bid Item 017 (Special signal pole mounts) shall be deleted in total from the contract.

Bid Item 018 (Type "A" signs in place) shall be reduced by 36.5 square feet.

Bid Item 019 (Type "C", "D" and "R" signs in place) shall be reduced by 24.0 square feet.

Please initiate price agreements to accomplish the above deletions and reductions.

It will also be necessary to negotiate a price agreement with the contractor for a new item "Type 'EEE' signs in place". There will be one 36 inch "YIELD" sign (4.5 square feet) to be added to the contract.

COT:ab
cc: John Sheldrake
W. G. Beard

Vorstoog
Christensen DOC
George
Olson
Terpin
Sullivan JWS
Scott
Savage

RECEIVED
DEC 13 1977
ENGINEERING SECTION

Trans
Do Not File ☐
Return To
Bring Up ___/___/___
Action

8636

9

STATE OF OREGON

INTEROFFICE MEMO

TO: D. O. Christensen
Final Design Engineer

DATE: December 6, 1977

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Approved Sign Study Plans
Warrenton-Astoria Hwy. Jct.
[redacted]
Clatsop County

Attached are two copies of the approved sign study plans for the above named project.

The contract plans should be revised to include the revisions shown on the attached plans.

L. E. George
Traffic Engineer Supervisor

ELS:rw
Attachments

cc: J. W. Sheldrake w/att.
F. T. Lacey

REFERRED TO

Beard	Dorn
Cole	Sample
Eriksen	Watson
Heger	Leu

Return Discuss Do File Copy Due

BY FINAL DESIGN ENGINEER

one print retained by Beard

Versteeg	
Christensen	
George	
Olsen	
Terpin	
Sullivan	
Scott	
Savage	
Trout	

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DEC 07 1977

ENGINEERING SECTION

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Action

81-125-1387

NOTE: All signing on the Oregon Coast Hwy north of the Railroad tracks to remain in place, unless otherwise noted.

Remove Existing Guide Sign

Existing Guide Sign To Remain in Place

110 115 120 125

To Astoria 26 101

EAST 26 SOUTH 101

DO NOT PASS

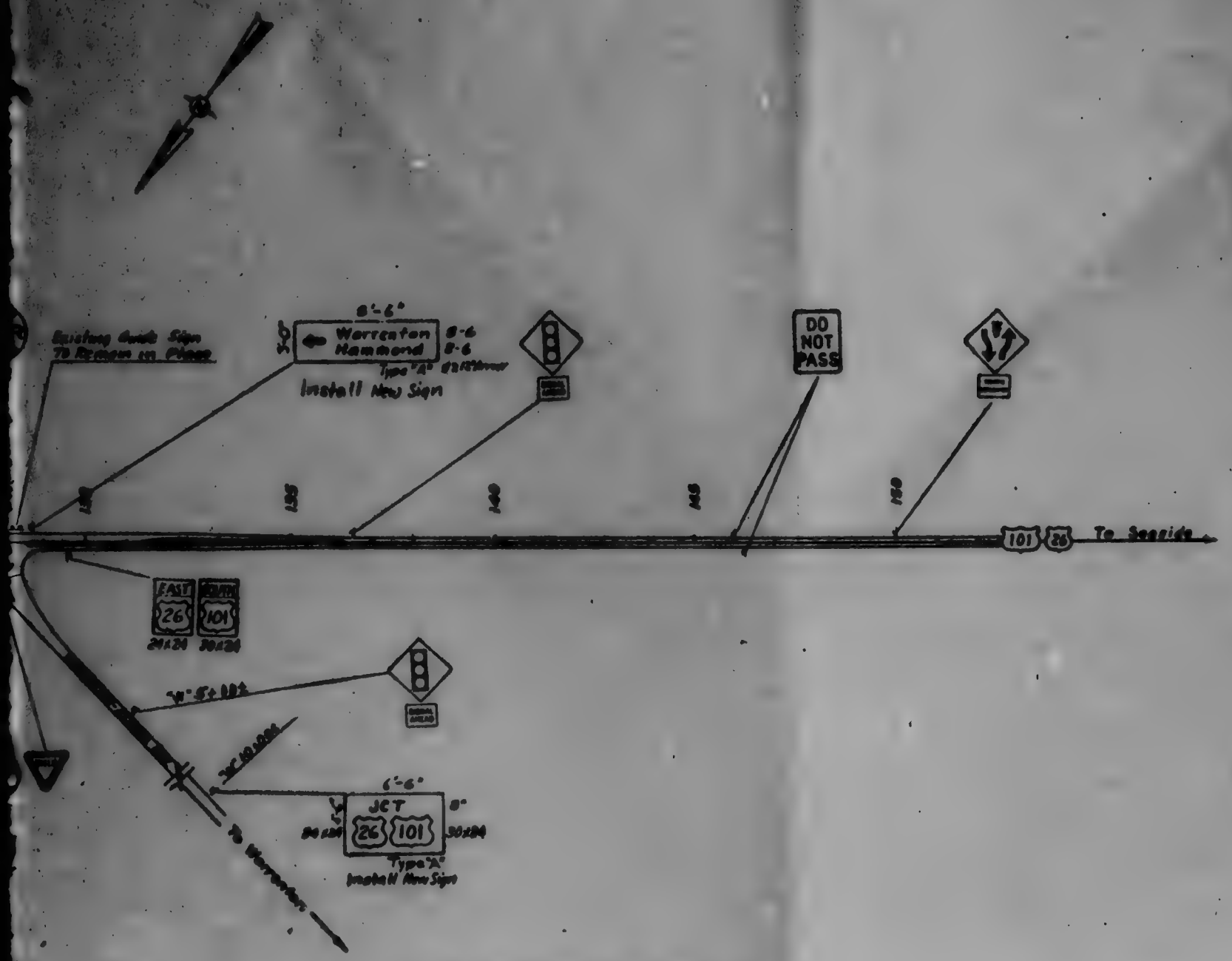
Warrenton
Hammond
East Bastine

9'-6"

5'-6"
5'-6"
5'-6"

Type "A" Assbut Blow Signs

* Relocate existing School bus sign to a location selected by the Roadest Engineer



NOTE: Remove existing "CURVE" "STOP AHEAD" "JCT" and "SLOW" signs for E Bd. traffic on the Warrenton-Astoria Hwy.

Gilbert G Gramsen
CITY ATTORNEY
11/19/77
DATE

SIGNING PROJECT

WARRENTON-ASTORIA HWY. JCT.
OREGON COAST HWY ~ CLATSOP COUNTY

Action	Date		Title
Prepared	10-5-77	[signature]	Traffic Control Engr.
Approved	10-6-77	[signature]	City Engineer
"	11/9/77	[signature]	Traffic Engineer
"	11/15/77	[signature]	[illegible]
Accepted			

Salem, Oregon
November 2, 1977

H.S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
November 17, 1977 Bid Letting

F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on projects as set forth in ORS 366.514. Bids will be opened November 17 on the following:

1. Wolf Creek Inn, Josephine County

   Building Restoration

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Pacific Highway East at SE River Road (Milwaukie)
   Pacific Highway East (SE McLoughlin Boulevard)
   Clackamas County

   Traffic Signals

   Same as No. 1.

3. Sandy West City Limits-Alder Creek
   Mt. Hood Highway, Clackamas County

   Paving
   Overlay project--4-foot to 10-foot shoulders provided

   Same as No. 1.

4. Warrenton/Astoria Highway Junction
   Oregon Coast Highway, Clatsop County

   Grading, Paving, Signals
   Left turn refuge with 6- to 10-foot shoulders available for bicycle traffic.

   Bike lane striping in this area contemplated at later date.

5. Oregon Coast Highway at Cemetery Road (Millington)
   Oregon Coast Highway, Coos County

   Grade, Paving. Primarily frontage road improvement.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b) wich states "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use.

6. South Umpqua River (Winston) Overflow Channel
   Coos Bay-Roseburg Highway, Coos County

   Channel Improvement

   Same as No. 1.

7. Rhea Road Relocation
   Rhea County Road, Gilliam County

   Grading, Base
   Four-foot shoulders provided

   Same as No. 5.

8. Hines-Diamond Avenue (Burns)
   Central Oregon Highway, Harney County

   Grading, Paving

   An 8-foot Class II bikeway will be constructed in conjunction with this project.

9. Pacific Highway-McKenzie Highway (Springfield)
   Eugene-Springfield Highway, Lane County

   Guard Rail, Signing

   Same as No. 1.

10. Pacific Highway East at Irving Road
    Pacific Highway East, Lane County

    Traffic Signals

    Same as No. 1.

11. Rome-Burns Junction
I.O.N. Highway, Malheur County

Paving
Overlay project. Four-foot shoulders provided.

Same as No. 1.

12. Snake River (Adrian) Bridge
Succor Creek Highway (Parma Spur), Malheur County

Bridge Repairs

Same as No. 1.

13. Tunnel Creek-Whitewater Road
North Santiam Highway, Marion County

Grading, Paving
Cutbank Stabilization and Overlay

Same as No. 1.

14. Kings Valley Highway at Main Street (Dallas)
Kings Valley Highway, Polk County

Traffic Signals

Same as No. 1.

15. Newbury and Vermont Streets Viaducts (Portland)
Pacific Highway West, Multnomah County

Structure Repairs

Same as No. 1.

16. NW Kittridge Avenue-NW 26th Avenue (Portland)
FAU 9300 (NW Front Avenue), Multnomah County

Grading, Paving, Signals

Five-foot and 7.5-foot sidewalks will be provided on this project.

17. Murray Boulevard at Butner Road
FAU 9067, Washington County

Traffic Signals

Same as No. 1.

18. Tualatin River-Six Corner
Pacific Highway West, Washington County

Overlay Project
Four-foot to 10-foot shoulders provided

Same as No. 1.

DES:jp

cc Robert Burco
F.B. Klaboe
E.S. Hunter
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
Don Harwell

8636 9

Form 61-734-3020

OREGON STATE HIGHWAY DIVISION

FILE: 4-1430

INTER-OFFICE CORRESPONDENCE

October 7, 1977

Salem, Oregon

FROM: Robert E. Royer
REGION II CONSTRUCTION ENGINEER

SUBJECT: Region's Comments
Warrenton-Astoria Junction Sec.
Oregon Coast Highway

TO: Duane Christensen
FINAL DESIGN ENGINEER

Region 2 has reviewed the preliminary plans for the Warrenton-Astoria Highway Junction Section, Oregon Coast Highway. We would offer the following comments.

Gregg says Shldrs OK with addition of O'lay.

The existing shoulders have been built up previously by State Forces with an adequate and uniform depth of clean, pit run rock in anticipation of this intersection being widened. Also, the existing shoulder has only one and a half inch of A.C. on it. Therefore, it is requested that the typical section for the widened portions be changed to blading down the existing shoulder two inches, leaving the existing shoulder material in place and paving the new shoulder with a two inch base lift and the already planned four inch top lift.

There are buried control wires to the railroad crossing signals (location unknown). These could be in conflict with runs of guardrail being installed to protect signal post but relocation of wire, if needed, would be the responsibility of the railroad.

Service lines to existing lights on poles on the south side of the highway crosses the intersection overhead and could be in conflict with new signal support structures. If the conflict occurs, this service line could be relocated by State Forces.

Attached is a set of plans with further comments on them.

REFERRED TO

Board, Dorn, Cole, Sample, Eriksen FE, Watson, Rieger, Leu
Return, Discuss, Do, File Copy, Due
BY FINAL DESIGN ENGINEER

1 Versteeg
2 Christensen Doc
George, Olsen, Terpin, Sullivan, Scott, Savage

RECEIVED
OCT 10 1977
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up ___/___/___
Action

RER/dea
Attach.
cc: Chet Anderson

Called Royer 10/25/77 and explained that plans and spec's were done and some changes requested we were unable to make

Fred

FORM 81-736-2060

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: T 9-2

Salem, Oregon

August 19, 1977

NOTED
H. S. COULTER

FROM: John W. Sheldrake
REGION II ENGINEER

SUBJECT: Oregon Coast Highway @
Warrenton-Astoria Hwy.

TO: H. S. Coulter
STATE HIGHWAY ENGINEER

The regional traffic engineer and the district engineer met with Ron Jensen of the Columbia Press on July 8, 1977. Mr. Jensen appeared satisfied that the Highway Division was moving as rapidly as possible towards construction of a signal at the subject intersection. A copy of an article from the Columbia Press of July 14 is attached.

DW/lea
cc: Eldon Everton
L. E. George

attachment

RECEIVED
STATE HWY ENGR
AUG 30 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

The Columbia Press

1139 MARINE DRIVE ASTORIA, OREGON 97103 55TH YEAR NUMBER 28

FIFTEEN CENTS THURSDAY, JULY 14, 1977

Signal slated for 101 near Warrenton

Funds have been tentatively allocated to install signals on Highway 101 at Youngs Bay Plaza, it was learned this week.

In an earlier interview, David R. Weaver, Traffic Engineer for the Highway Division, Region 2, told the Columbia Press the type of signal which would be used in that location would allow left turns from the South to the West and would provide access to Highway 101 from the Warrenton Highway. It would be demand-actuated.

A red light would be given to the main highway only when needed. A single vehicle would wait longer than several cars.

The signal will probably not be completed for this tourist season according to Weaver. He explained that the sophisticated computerized signals used today are not off-the-shelf items. The controller must be designed to fit a specific intersection. Components are tested under the severest environmental conditions to assure reliability. This testing and [illegible] programs. This [illegible] additional delays inherent in the bidding system which governmental agencies are required by law to follow.

Hopefully, said Weaver, the signals could be in operation by next tourist season if the final decision on funding is favorable.

The state's policy is to assign priority to such projects on long historical records.

Signals aren't always the answer, Weaver said. Channelization of traffic or other solutions are sometimes needed. A [illegible] 30 might have [illegible] problems. Revised speed zones must be considered.

"The bottom line is safety for people, bikes, cars and trucks in the Highway Division's view," said Weaver.

FORM 81-734-8030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

July 19, 1977

Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

TO: D. H. Moehring
Program Management Engineer

SUBJECT: U.S. 101 @ Warrenton Conn.
M.P. 6.5
Oregon Coast Highway
Clatsop County, Oregon

COPY to FHA 7-8

The proposed project is to channelize and install a traffic signal at the intersection of the Warrenton Connection and the Oregon Coast Highway at milepoint 6.5. The project is proposed for funding under the Special Supplemental Preservation Program financed with Transition Quarter Funds.

The project is 0.40 mile in length extending between milepoints 6.35 and 6.75 on the Oregon Coast Highway. Average daily traffic on the Oregon Coast Highway is 9,500 vehicles of all types. On the Warrenton Connection, 900.

The Statewide Assessment for safety projects classifies projects of this type as non-major.

GAP:cjh

cc: E. S. Hunter
John Sheldrake
Eddie Welsh
D. E. Swan
Don Trout

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STATE HWY ENGR
JUL 19 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

June 28, 1977

29

FILE:

NOTED
H. S. COULTER

FROM: L. E. George
Traffic Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Oregon Coast Highway at
Warrenton-Astoria Hwy.
Connection No. 1
US26, US101, Hwy. No. 9
M.P. 6.56

As a result of the attached newspaper clipping you requested the location of the subject intersection on our statewide Signal Priority Listing.

This intersection rates quite high on the listing. Its current position is that of number 15. It meets the Minimum Vehicular Volume Warrant, the Interruption of Continuous Traffic Warrant and the Systems Warrant.

Locations both above and below this intersection on the listing are scheduled for Transition Quarter Funding. As this location is new to the priority list, it was not included with the projects to be funded with Transition Quarter Funds. A copy of our most recent signal priority listing is attached.

L. E. George
Traffic Engineer

RDT:rw

cc: J. W. Sheldrake

6/29/77 orig to Sheldrake

John — Please write or contact Ron Jensen, the editor of the Columbia Press, and advise him that this intersection was just identified in May (or whenever) as meeting the warrants needed to place it well up in our statewide priority listing and that when we get our budget out of the legislature assembly [illegible] we hope to be able to program funds to place a signal [illegible] into our construction program. — (I anticipate some State Construction [illegible]

RECEIVED
STATE HWY ENGR
JUN 29 '77
REFER TO
Sheldrake
FOR
Info | Invest | R/D | D/R | Sign | Act | File

5638 S. Umpqua R. (Winston) O' flow 19
Channel Sec. on Coos Bay-Roseburg
Hwy. (Channel improvement)

#8638

STATE COPY

GOVERNMENT PRINTING OFFICE: 1975 — 731 - 628

cc: State (H. S. Coulter)

1-10-80

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Douglas	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
1/10/80	T. P. Lowe, Area Engineer	F-14(1)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
11/8/78	1/22/79	70 %	175 CD

APPROVED EXTENSIONS	LOCATION
-0-	See below

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

S. UMPQUA RIVER (WINSTON) OVERFLOW CHANNEL
COOS BAY - ROSEBURG HWY.

This project provided for cleaning and re-establishing the Winston Overflow Channel. The work was accomplished to better drain any additional flood waters that may result from the recently re-constructed Winston-Shady Hwy. across the flood plain.

The completed work appears to have been accomplished in accordance with the contract requirements. Therefore, acceptance of the project is recommended.

RECEIVED
STATE HWY ENGR
JAN 23 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

1-23 cf Keasey

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE: ~~Original Signed By~~ G. K. HOSSNER G. K. Hossner	
TITLE: Area Engineer	DATE: 1-15-80	TITLE: Field Operations Engineer	DATE: 1-15-80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

January 25, 1979

Fidelity & Deposit Co. of Maryland
Suite 1000, Lloyd 500 Bldg.
500 N.E. Multnomah
Portland, OR 97232

Gentlemen:

On January 24 we wrote to you concerning release of final payment on Contract No. 8638 awarded to Roseburg Paving, Inc., for channel improvement on the S. Umpqua River (Winston) Overflow Channel Section of the Coos Bay-Roseburg Highway in Douglas County.

Final payment on this contract is $2,299.23 and the total contract amount is $44,356.26. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Roseburg Paving, Inc.
P. O. Box 1427
Roseburg, OR 97470

Fidelity & Deposit Co. of Maryland
P. O. Box 1227
Baltimore, MD 20203

bc C. T. Keasey
Walt Hart
Alfred Shirley

8638

FORM 01-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S. Umpqua R. (Winston) Overflow Channel		WEEK ENDING: November 10, 1978
		SECTION PREFIX: 10-1077
HIGHWAY: Coos Bay-Roseburg		COUNTY: Douglas
NAME OF JOB: S. Umpqua R. (Winston) Overflow Channel	KIND OF WORK: Channel Improvement	
CONTRACTOR: Roseburg Paving, Inc.	CONTRACT NUMBER: 8638	FEDERAL AID PROJECT NUMBER: F-14 (1)
DATE OF CONTRACT: November 22, 1977	DATE WORK STARTED: August 4, 1978	ESTIMATED COMPLETION DATE: December 4, 1978
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 6 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS a)50 b)175	CALENDAR DAYS USED a)36 b)122
PROJECT AUTHORIZATION: $61,007.89	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: a)72 b) 70
EXCLUSIVE OF ENGINEERING: $55,679.69	ENGINEERING AUTHORIZATION $5,328.20	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $50,852.78	ENGINEERING COST TO DATE $3,818.70 (Corrected)	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION 72 %	DATE PROJECT WAS COMPLETED: November 8, 1978

Semifinal to be submitted 12/1/78.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100		100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3,810 CY	440 CY			80 Ton
TOTAL QUANTITIES CORRECTED TO DATE	3,400 CY	350 CY			77 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3,400 CY	300 CY			77 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:
Roller; Blade; End Dump.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	5	Fair	1		
MONDAY	6	Fog am-Fair pm	1		
TUESDAY	7	Fog am-Fair pm	1		
WEDNESDAY	8	Showers	1		
THURSDAY	9		0		
FRIDAY	10		0		
SATURDAY	4	Fair	1		

RECEIVED
NOV 13 1978
CONSTRUCTION BRANCH

Kiesey, Jackmond, Hopkins, Williams, Johnson, Gunn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 5	No work.
MONDAY 6	Placing Class 'B' A.C.
TUESDAY 7	Raking shoulders. Reset mail box.
WEDNESDAY 8	
THURSDAY 9	
FRIDAY 10	
SATURDAY 4	No work.

REMARKS

OR: Construction
2cc: Construction
cc: Region
cc: File

SIGNED Alfred N. Bates LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8638 10-21-78

S. Umpqua R. (Winston) Overflow Channel
Coos Bay-Roseburg Highway
Douglas County
Contract 8638
Narrative Report

This project was to clear and align an existing flood channel downstream from Highway 99 at Station 1219, which is approximately halfway between the S. Umpqua R. and the foot of the hill at Winston.

The project was required because of the re-construction and overlaying of Highway 99 which raised the grade, at the crown, by about 10 inches.

The people upstream from the highway were very unhappy and their proposals would have created big problems downstream from the highway. The compromise was to slightly enlarge the opening under a county road.

The contract was awarded in 1977 and the fall rains started before the award. The project was shut down until it dried out the summer of 1978. The project was completed with no problems.

REFERRED TO
Beard, Steudenmeyer, Cole, Sample, Eriksen, Watson, Hager, Dorn, Lau
Return, Discuss, Do, File Copy, Due
BY FINAL DESIGN ENGINEER

Prepare Letter I acknowledgement Dor

C. Charles Yates
Resident Engineer

Versteeg, Christensen Dor, George, Olson, Terpin, Sullivan Copy, Scott, Anderson

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DEC 21 1978
ENGINEERING SECTION

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Section S. Umpqua R. (Winston) Overflow Co. of [illegible]

Highway Coos Bay-Roseburg Contract [illegible]

Item Number	Item	Unit	Original Authorization	Project Quantity	%±	Explanation
1	Mobilization	LumpSum	100%	100%	N/A	
2	Temp. Prot. & Dir. of Traffic	LumpSum	100%	100%	N/A	
3	Temporary Signs	Sq.Ft.	52	52	---	
4	Temp. Barricades	Each	2	2	---	
5	Flagmen	Hour	40	0	-100	None required.
6	Clearing & Grubbing	LumpSum	100%	100%	N/A	
7	Removal of Struct. & Obstructions	LumpSum	100%	100%	N/A	
8	General Excavation	Cu.Yd.	3,810	3,227.46	- 15	Staked according to plans.
9	Finishing Roadbed & Slopes	LumpSum	100%	100%	N/A	
10	Watering	M-Gal	20	3.2	- 84	All required.
11	Coarse Agg. Base	Cu.Yd.	320	304.7	- 5	All required.
12	3/4"-0 Agg. Base	Cu.Yd.	120	0	-100	Full depth coarse aggregate base used, no 3/4"-0 required.
13	Class 'B' A.C.	Ton	80	76.835	- 4	All required.
14	96-Inch Steel Pipe	Lin.Ft.	132	132	---	
15	Extra for Asphalt Approaches	Each	1	1	---	
16	Loose Riprap, Class 100	Cu.Yd.	220	137.4	- 38	All required.

8638

STATE COPY 2

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 1-26	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 1-10-78	Oregon County Douglas Project No. F-14(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

St. Rt. 42 26 mi. N.E. of Winston

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-26-77	0.00
OTHER *(Specify)*		

ESTIMATED TOTAL COST OF PROJECT	FUNDS Pro rata 85.8% FEDERAL FUNDS
$ 61,443.00	$ 52,717.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E W Johnston

Technical Services Engineer
(Title)

By H S Oaulte

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tom Burns
(Division Administrator)
for G. L. Green

Date executed by Division Administrator JAN 10 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon December 12, 1977

Federal Aid Project
No. F-14(1)

S. Umpqua R. (Winston) Overflow Channel
Coos Bay Roseburg Highway
Douglas County

Project Agreement Estimate

Type Code P.E.			
Preliminary Engineering	All Required		$ 4,500.00
Type Code Y007			
Channelization (N. of Hwy. Sta. 1218+22.28)			
Mobilization	All Required		$ 1,500.00
Temporary Protection and Direction of Traffic	All Required		500.00
Temporary Signs	52 Sq. Ft.	5.00	260.00
Temporary Barricades	2 Each	125.00	250.00
Flagmen	40 Hour	17.00	680.00
Clearing and Grubbing	All Required		12,350.00
Removal of Structures & Obstructions	All Required		250.00
General Excavation	3,810 Cu. Yd.	3.00	11,430.00
Finishing Roadbed and Slopes	All Required		1,500.00
Watering	20 M-Gal	10.00	200.00
Coarse Aggregate Base	320 Cu. Yd.	9.00	2,880.00
3/4-0 Aggregate Base	120 Cu. Yd.	9.00	1,080.00
Class "B" Asphalt Concrete	80 Ton	28.00	2,240.00
84-inch Concrete or 96-inch Steel Pipe	132 Lin. Ft.	86.00	11,352.00
Extra for Asphalt Approaches	1 Each	200.00	200.00
Loose Riprap, Class 100	220 Cu. Yd.	13.00	2,860.00
			$49,532.00
Anticipated Items			
Temporary Erosion Control	All Required		$ 200.00
	Subtotal		$49,732.00
	Engineering		7,211.00
	Total		$56,943.00

Length of Project . . . . . 0.00 mile

Work Retained in Program Status (Not included in amounts below)		
Seeding and Mulching	All Required	$ 550.00
Work by Pacific Power and Light	All Required	1,500.00
Work by Winston-Dillard Water District	All Required	1,500.00

SUMMARY OF FUNDS (85.8)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 4,500	$ 3,860	$ 640
Channelization	56,943	48,857	8,086
TOTAL	$61,443	$52,717	$8,726

Group 1 - 100%
Contract No. 8638
Prefix 10-1077
Prefix 10-1967

8638 11-23-77

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
F- 1)

STATE PROJECT NO.
See Below

COUNTY NAME
Douglas

PROGRAM STAGE (Check) 1. [ ] 2. [ ]

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70125

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
10-26-77	11-16-77	Primary 14
		STATE ROUTE NUMBER: Primary 35

GENERAL LOCATION:

"Winston Overflow Channel"

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

CONSTRUCTION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

- [X] OTHER (Specify): Utility Adjustment

TEC NTE $1,043, F.F. - $894

REMARKS

As requested in Mr. Swan's letter of 11-16-77 this will confirm the authorization of Mr. G. K. Hossner to proceed with the adjustment of Pacific Power and Light Company's aerial power line relocation effective 11-16-77. Reimbursement will be on an actual cash basis.

I approve the agreement with PP&L consisting of your Utility Engineer's Notice of Conflict dated 11-14-77, the Utility's letter of 11-8-77 and the plans and estimate furnished by Mr. Swan's 11-16-77 letter.

Approval and participation forthe portion of work authorized above is subject to the provisiens of the Federal-aid Program Manual.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-23-77	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

3658

9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

November 16, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street N.E.
Salem OR 97310

Aerial Power Line Relocation
Pacific Power & Light Co.
S. Umpqua River (Winston)
Overflow Channel Project
Coos Bay-Roseburg Highway
Douglas County
Project No. F-14(1)

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust Pacific Power & Light Company's facilities, dated November 8, 1977, and a sketch showing their proposed relocation.

A certification prepared by Jack Ayres as to the Company's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the Company, dated November 14, 1977, was previously supplied your office.

An appropriate permit for the utility's proposed relocation will be issued.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1)(b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed relocation of the Company's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of November 16, 1977, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $1,043.50.

Yours truly,

D. E. Swan
Federal-Aid Engineer

RECEIVED
TECHNICAL SERVICES
NOV 17 77
REFER TO
FOR
Init. | Init. | Ref. | D/R | Sign. | Appr. | File

DES:JMC:db
Enc.
cc: E. S. Hunter
Jack M. Cartwright

8638 U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

10-26-77

FEDERAL AID PROJECT NO: F-[illegible](1)

STATE PROJECT NO.: See Below

COUNTY NAME: Douglas

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70125

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
10-26-77	10-26-77	Primary 14 / Primary 35

GENERAL LOCATION:

"Winston Overflow Channel Section"

GENERAL DESCRIPTION OF WORK:

Channel Improvement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- XX OTHER (Specify) Temporary Erosion Control $200

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRICTION - ADVERTISE FOR RECEIPT
- ☒ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Swan's 10-24-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $63,336- Federal Funds $54,342.

A signed copy of the Title Sheet is returned herewith.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-26-77	D. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8638

35

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 10/19/77
Ronald L. Rust

All Clear Deadline 11-17-77 Bid Letting

SECTION S. UMPQUA RIVER (WINSTON) OVERFLOW CHANNEL
Highway Coos Bay-Roseburg
County Douglas Region 3
Type of Work Channel Improvement Funds FA
State __ Consultant __ Plans Avail. __ Yes __ No

F-14(1)

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration	X					
Project Assessment		X	X	X	X	save all trees possible
Write-off Letter	X					
PERMITS:						
Division of State Lands	X					Not required Earl Johnson to Don Trout
D.O.G.M.I.	X					
Corps of Engineers		X			X	General Permit
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey	X					
Cultural Salvage	X					
NOISE:						
Noise Study	X					

8138

9-12-77

8

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: F 14(2)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70125

COUNTY NAME: Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 14 '77
REPER TO
FOR
Info | Laws | R/D | D/R | Sign | Att | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	9-2-77	Primary 14	Primary 35

GENERAL LOCATION:

"Winston Overflow Channel Section"

GENERAL DESCRIPTION OF WORK:

Right of Way Acquisition

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCCUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 8-29-77, you are now authorized to proceed with the actual acquisition of all phases of Right of Way as outlined on R/W map 10C-50-5 at a total estimated cost not to exceed $7,500 - Federal Funds $6,435. Federal participation is limited to that right of way actually incorporated in the final location.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-12-77	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-955

1638

Form 81.784-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
August 29, 1977

FROM: Duane O. Christensen
Final Design Engineer

TO: MEMO TO THE FILES

SUBJECT: S. Umpqua River (Winston)
Overflow Channel
Coos Bay-Roseburg Highway
Douglas County

NOTED
E. S. HUNTER

Region 3 has expressed a desire to place the subject project on the October 20, 1977, bid letting. They feel that construction can still be done this Fall if contracted in October.

Design work is progressing and plans are presently being drafted. Preliminary plans should be available in another week.

Right-of-way is presently being negotiated and is anticipated to be clear by the end of September. Assuming right-of-way can be cleared and specifications prepared it is possible that this project could be moved up to an October letting. It is presently scheduled for the December 22, 1977, letting.

DOC:az
cc: E. S. Hunter
D. H. Moehring
A. Shirley
G. Potter
J. B. Boyd
A. L. Brummitt
L. K. Watson

RECEIVED
TECHNICAL SERVICES
AUG 29 '77
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NOTED
J. H. VERSTEEG

8638 U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION 5-31-77

FEDERAL AID PROJECT NO.: F-14(1)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70125

COUNTY NAME: Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 2 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	5-27-77	Primary 14	Primary 35

GENERAL LOCATION:

"Winston Overflow Channel Section"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☒ PREPARATION TEC not to exceed $5,000, F.F. $4,290.
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's May 4, 1977, letter.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-31-77	G. K. Hoover	For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8638

9

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Div.

PROJECT TITLE: Winston Overflow Channel DOUGLAS

DATE: April 7, 1977

The state has reviewed your project and reached the following conclusions:

4/11/77
cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
R. W. Ellison
A. Shirley, Jr., Region 3
J. C. McCormick, Dist. 6
Aeronautics Div.
Paul Hartwig, Parks
B. L. Gifford

[XXX] No significant conflict with the plans, policies or programs of state government have been identified. ~~and your proposal is endorsed as presented~~.

[XXX] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7703 2 240

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
APR 11 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

4-7-77
BEN GIFFORD

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

1377

PNRS STATE REVIEW

Project #: 7703 2 240 Due Date: APR 01 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(X) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The environmental impacts of this project will be minimal providing:

1. Proper care is taken to prevent excessive sedimentation.
2. Riparian vegetation is maintained along the channel for wildlife habitat, bank stabilization, and temperature control.
3. Implementation of this project is coordinated with the local biologists in Roseburg. Bill McCaleb (Wildlife) and Jerry Bauer (Fisheries) both can be contacted at 672-7726.

Agency Fish & Wildlife By James B. Hall

ENVIRONMENTAL MANAGEMENT SECTION 3/31/77

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

Project #: 7703 2 240 Due Date: APR 0 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - -

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By M. Stow

9638

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

March 7, 1977

TO Executive Department
Federal Aid Coordination Unit

Umpqua Regional Council
of Governments
Douglas County Courthouse Annex
205 S.E. Jackson Street
Roseburg, OR 97470

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 6
Winston Overflow Channel
Coos Bay-Roseburg Highway
Douglas County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be March 31, 1977.

BLG:eb

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
R. W. Ellison
A. Shirley, Jr.,
J. C. McCormick,
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

RECEIVED
STATE HWY ENG
MAR 9 '77
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FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT: Dept. of Transportation [45	46] DIVISION: Highway [79				
03	12] APPLICANT ADDRESS STREET: DOT Building [45	46] CITY: Salem [60	76] ZIP: 97310 [80			
04	12] CONTACT PERSON: L. W. Rulien [45	46] AREA CODE: 503 [48	49] PHONE: 378 [55	56] EXTENSION: 6563 [59		
01	12] PROJECT TITLE: Winston Overflow Channel [71					
11	12] PROJECT LOCATION—CITY: Coos Bay-Roseburg Hwy. Oregon Route 42	PROJECT LOCATION—COUNTY: Douglas	PROJECT LOCATION SEC: — T: 28 S R: 6 W [79			
05	SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)					
06	12] This project will clear and shape the existing drainage. [71					
07	12] Channel between the "Winston Overflow" structure and [71					
08	12] the South Umpqua River. This project will eliminate [71					
09	12] damage from floods by confining water to the channel. [71					
10	12] (see attachment) [71					

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL			
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60			
	51,600	—	8400	—	—	60,000			
13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45		46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79						
14	12] FEDERAL PROGRAM TITLE: Title 23 USC Highways [71								
15	12] FEDERAL AGENCY NAME: U. S. Dept. of Transportation [45	46] FEDERAL SUB-AGENCY NAME: FHWA [79							

17 (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes [X] 29 No ☐ 30 Date: March 7, 1977	Yes [X] 31 No ☐ 32	Yes ☐ 33 No [X] 34	Yes ☐ 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	March	31	1977

ADDITIONAL INFORMATION – ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☒ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date:

VI. If project includes state funds (12C), identify agency Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

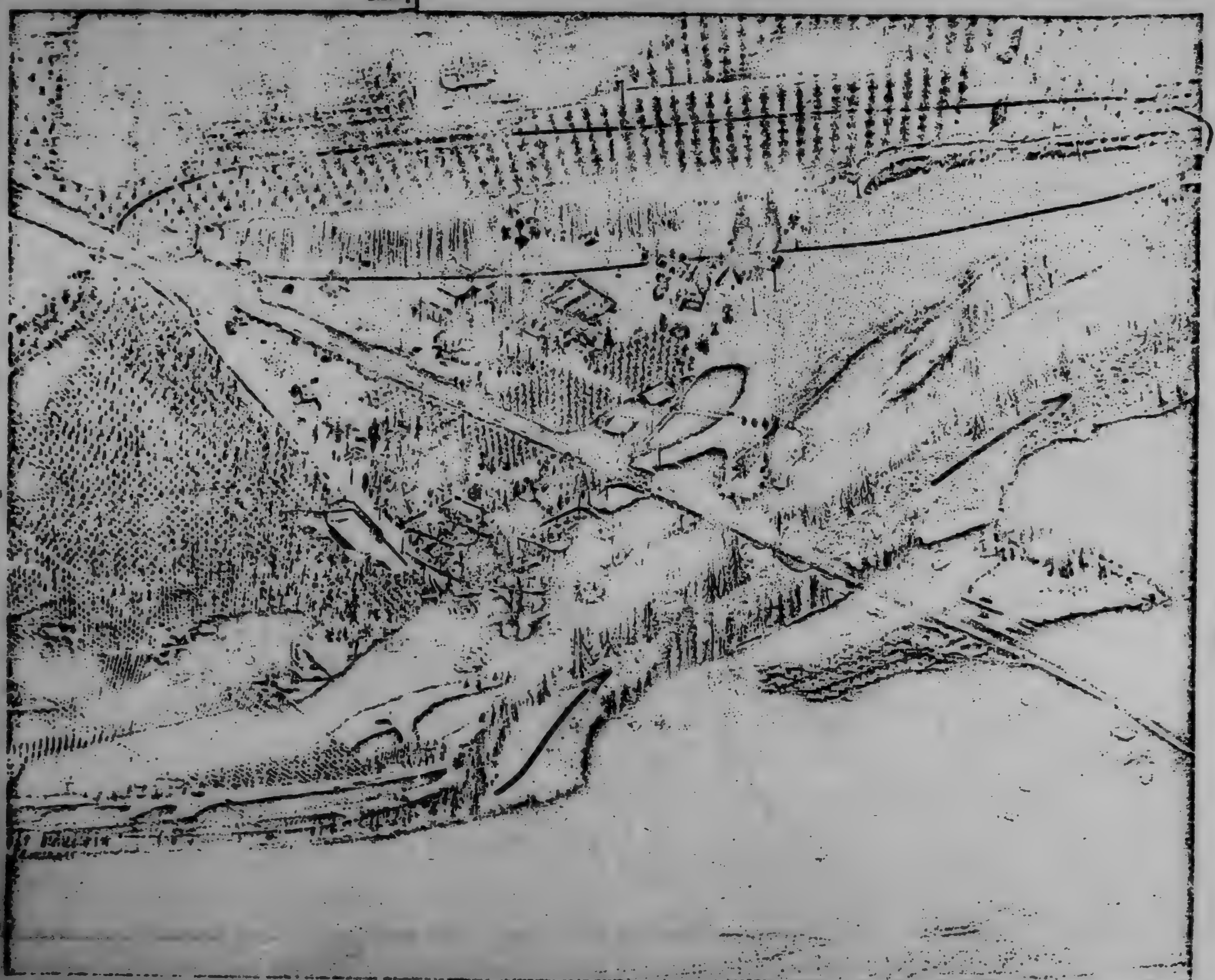
	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	% $	% $	% $
Second Year	% $	% $	% $
Third Year	% $	% $	% $

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a category 3 project of non-major Environmental impact under Oregon's action plan.



8638

2

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: February 24, 1977

FROM: L. W. Hatten
Program Management Engineer

SUBJECT: PROJECT ASSESSMENT
Winston Overflow Channel
Coos Bay-Roseburg Highway
Douglas County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (2)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
B. L. Gifford
Region 3: A. Shirley
District 6: J. C. McCormick
Region 3 Geologist: Elliott Parker

APPROVED
EJH
DEPUTY STATE HIGHWAY ENGINEER
Date 2-24-77

RECEIVED
STATE HWY ENGR
FEB 22 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

81-125-1367

8438

Form FHWA 121 (Rev. 8-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: February 10, 1977

In reply refer to: 1041B.3

SUBJECT: F-14(-) (Project Assessment)
Winston Overflow Channel
Coos Bay-Roseburg Hwy.
Douglas County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's January 14, 1977, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William L. Koppe
G. L. Green

cc:
OSHD (Potter)
" (Laux)
" (Region 3, Engelmann)

RECEIVED
STATE HWY ENGR
FEB 18 '77
REFER TO
Rulien
FOR
D/R | Sign | A.I | File

DATE: January 13, 1977

TO: Oregon Transportation Commission

FROM: F. B. Klaboe
Chief of Operations

SUBJECT: Finance Approval
South Umpqua River Overflow Channel
Coos-Bay Roseburg Highway, Douglas County

The Winston-Shady project was completed in August 1976. During its construction we were unsuccessful in accomplishing some necessary work on the overflow channel of the South Umpqua River by extra work.

I recommend letting a separate contract to accomplis this improvement. The total estimated cost for right-of-way and construction is $50,000. Your approval is requested to add this Federal-aid Primary project to the Six-Year Construction Program in Fiscal Year 1977.

This matter will be on the agenda for your consideration at the January 18 meeting.

bc: C. W. Head
H. S. Coulter
R. L. Schroeder
F. E. Terpin
Alfred Shirley, Jr.
Robert A. Burco
E. S. Hunter
V. E. Skoog
L. W. Rulien

BLG:dpy srb

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

Section Winston-Shady Interchange Date September 20, 19 76

Highway Coos Bay-Roseburg Authorization No. 1

County Douglas Survey Prefix
(Assigned by Salem office)

Description of termini, route, length, etc.:

Survey involves the outlet channel of the Winston Overflow (also known as the Umpqua Overflow) beginning at the Winston Overflow Structure, station 1219+00 (M.P. 74.11) and follows the existing outlet channel northerly 2,000 feet.

Purpose of survey:

To prepare plans and specifications for outlet channel improvement project.

Estimate of cost:

Field	901	2,000
Plans	905	1,000
Hydraulics	918	1,000
Specifications	921	250

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 4,250

Previous authorization . . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by:

Alfred W. Bates, Res. Engr. Field Engineer

Recommended for Approval:

Division Engineer

State Planning

Recommended for Approval:

Location Engineer

Approved:

Deputy State Highway Engineer

1634

FORM 81.734.2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

January 10, 1977

FROM: Frank E. Terpin
Location Engineer

SUBJECT: Overflow Channel
Coos Bay-Roseburg Highway
Douglas County

TO: L. W. Rufien
Program Management Engineer

NOTED
E. S. HUNTER

The subject survey authorization is to cover location work to improve an overflow channel of the South Umpqua River. The work was intended to be completed under extra work on the Winston-Shady project but this could not be done.

Please place the project on the annual program for engineering and construction in Fiscal 1977. Project cost for construction and right of way will be in the vicinity of $50,000. Region will be submitting an assessment in the near future. It is expected to be a Category 3 non-major.

GCW:mc

cc E. S. Hunter
Alfred Shirley, Jr.

RECEIVED
STATE HWY ENGR
JAN 11 '77
REFER TO
FOR
Info | Invest | R/W | D/R | Sign | Act | File

• 8639	Rhea Rd. Reloc. Unit of		1977
•	FAS B452 (Rhea Co. Rd.)		
•	(Grading & oiling)		#2

8639

HIGHWAY DIVISION
INVOICE

INVOICE NUMBER: 136199

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE: 1-27-1983

YOUR ORDER NUMBER:

BILLING REQ. NUMBER: CA 0972

CODE	PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
GILLIAM		321	00			30,837.42
GILLIAM COUNTY COURT	511-1081	296	00	000	—	30,837.42
COURTHOUSE	511-1081	297	00	000		(30,837.42)
CONDON, OREGON 97823						

DESCRIPTION

TOTAL PRICE

FINAL SETTLEMENT ON RS_609 (1) & RSB 452 (1),
JOHN DAY HWY. - P.G.E. POWER SLATION SECTION & RHEA ROAD RELOCATION

Total Project Cost	523,946.22
LESS FEDERAL PARTICIPATION	(427,188.68)
LESS STATE SHARE	(35,350.12)
LESS ADVANCE DEPOSIT	(30,570.00)
AMOUNT DUE GILLIAM COUNTY	$ 30,837.42

IF YOU HAVE QUESTIONS ON THIS INVOICE PLEASE CONTACT;
HAROLD-REYNOLDSON 1-800-452-7813

110.00 Final

FOLD

734-1100 (7-81)

HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

INVOICE NUMBER

DATE	PURCHASE ORDER NUMBER		PRIOR REQUEST NUMBER	BILLING REQUEST NUMBER
1-21-83		☐ PARTIAL ☒ FINAL		CA 972

BILL TO:

Gilliam County Court

Courthouse

Cedon, Oregon 97823

CODE

CREDIT DISTRIBUTION

321.00 30,837.42

511-1081-296-00-000 30,837.42

511-1081-297-00-000 <30,837.42>

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	TOTAL
Final Settlement on RS-609 (1) & RSB 452 (1), John Day Hwy.-PGE. Powerline Section & Rhea Road Relocation	
Total Project Cost	523,946.22
Less Federal Participation	-427,188.68
Less State Share	-35,350.12
Less Advance Deposit	-30,570.00
Amount Due Gilliam County	$30,837.42

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
Harold Reynoldson PH: 1-800-452-7813 86514 FOR CORRECTNESS OF CHARGES
OR _____ PH: _____ PREPARER OF INVOICE
Gilliam 001104

Advance Deposit Amount	$30,570.00	AMOUNT DUE	$30,837.42
Advance Deposit Previously Transferred to Highway Fund	$23,770.00	SUBMITTED BY	Diane Dalida
Balance	$6,800.00	APPROVED BY	
Transfer to Highway Fund	$6,800.00		
Refund Due	$ -0-		

8639

HIGHWAY DIVISION
INVOICE

INVOICE NUMBER: 136199

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE: 1-27-1983

YOUR ORDER NUMBER:

BILLING REQ. NUMBER: CA 0972

CODE	PREFIX	FUNC	SUB FUNC	OBJECT	PIN GROUP	AMOUNT
GILLIAM		321	00			30,837.42
	511-1081	296	00	000		30,837.42
	511-1081	297	00	000		(30,837.42)

GILLIAM COUNTY COURT
COURTHOUSE
CONDON, OREGON 97823

DESCRIPTION	TOTAL PRICE
FINAL SETTLEMENT ON RS 609 (1) & RSB 452 (1), JOHN DAY HWY. - P.G.E. POWER SLATION SECTION & RHEA ROAD RELOCATION	
Total Project Cost	523,946.22
LESS FEDERAL PARTICIPATION	(427,188.68)
LESS STATE SHARE	(35,350.12)
LESS ADVANCE DEPOSIT	(30,570.00)
AMOUNT DUE GILLIAM COUNTY	$ 30,837.42

IF YOU HAVE QUESTIONS ON THIS INVOICE PLEASE CONTACT;
HAROLD REYNOLDSON 1-800-452-7813

110.00 Final

-1150 (7-81)

8639

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS — DATE: Nov. 12, 1982

COUNTY Gilliam — AGREEMENT NUMBER 5611 — PROJECT NUMBER RS-609(1) RS-B452(1)

CONTRACT NUMBER 8639 — Section John Day Hwy.-P.G.E. Power Plant

PAYMENTS TO CONTRACTOR

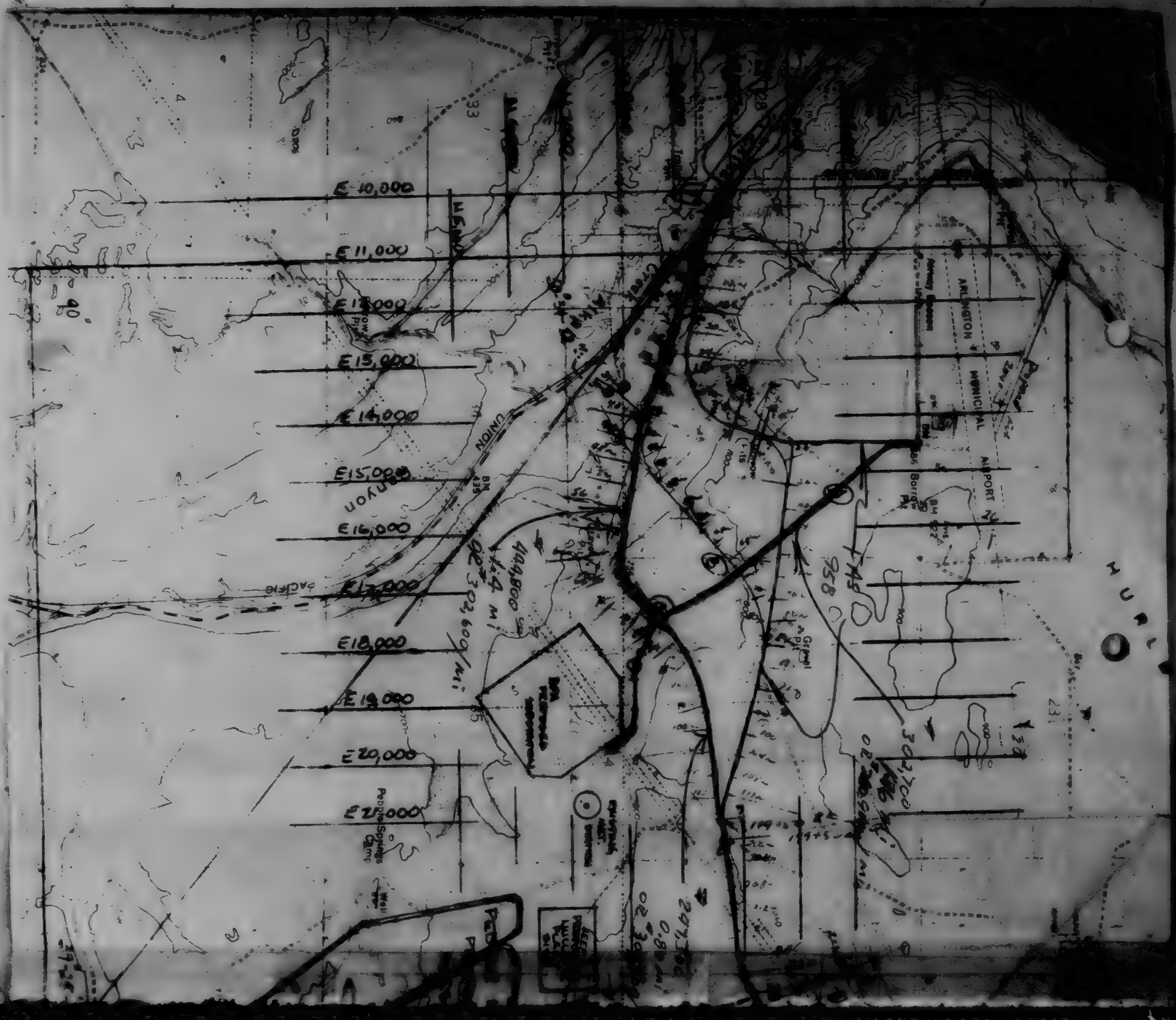
ITEM			TOTAL COST
P.E.:	Consultant (Fed. Part.)		$ 34,788.00
	State		10,499.65
			$ 45,287.65
	State (Non Part.)		96.11
			$ 45,383.76
	Fed. Funds Collected For P.E.	$38,856.80	
Construction:			
	Payment to Contractor (Fed. Part.)		$396,403.61
	Liquidated damages		-1,596.00
	J. Val Toronto & Assoc.'s		57,607.34
	Audit Expense		81.92
	EEO		105.19
			$452,601.26
	Final Contract Payment (Non Part.)		$ 7,834.30
	Interest Paid to Contractor		3,615.18
	S.F.O. #5-Purchase excess 42" Pipe		-1,747.50
	S.F.O. #6-Purchase excess 54" Culvert		-1,541.00
	Engineering (State)		16,924.76
	(Consultant)		878.56
	Liquidated damages		-3.20
			$ 25,961.20
	Federal Funds Collected	$388,331.88	

County Share of Costs

1/2($45,287.65-$38,856.80+$452,601.26-$388,331.88)+$96.11+$25,961.20=$61,407.42

Reference: Billing Form CC 82-20

FORM 734-1745


E 10,000
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E 21,000
ARLINGTON
MUNICIPAL
AIRPORT
Borrow Pit
Gravel Pit
Pedro Storage Dump
PACIFIC
UNION
N U R L
231

RHEA ROAD
FAS 958

TRAIL

JEEP

— EXISTING RHEA ROAD
— Proposed Re-Aligned RHEA ROAD
— Preliminary Cost Est.
Oct-1975

22
28
26
CANYON
ROAD

22
23
28
29
26
ROAD
CANYON

8639

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: Nov. 12, 1982

COUNTY Gilliam | AGREEMENT NUMBER 5611 | PROJECT NUMBER RS-609(1) RS-B452(1)

CONTRACT NUMBER 8639 | Section John Day Hwy.-P.G.E. Power Plant

PAYMENTS TO CONTRACTOR

	ITEM		TOTAL COST
P.E.:	Consultant (Fed. Part.)		$ 34,788.00
	State		10,499.65
			$ 45,287.65
	State (Non Part.)		96.11
			$ 45,383.76
	Fed. Funds Collected For P.E.	$38,856.80	
Construction:			
	Payment to Contractor (Fed. Part.)		$396,403.61
	Liquidated damages		-1,596.00
	J. Val Toronto & Assoc.'s		57,607.34
	Audit Expense		81.92
	EEO		105.19
			$452,601.26
	Final Contract Payment (Non Part.)		$ 7,834.30
	Interest Paid to Contractor		3,615.18
	S.F.O. #5-Purchase excess 42" Pipe		-1,747.50
	S.F.O. #6-Purchase excess 54" Culvert		-1,541.00
	Engineering (State)		16,924.76
	(Consultant)		878.66
	Liquidated damages		-3.20
			$ 25,961.20
	Federal Funds Collected	$388,331.88	

County Share of Costs

1/2($45,287.65-$38,856.80+$452,601.26-$388,331.88)+$96.11+$25,961.20=$61,407.42

We took some but got remainder

End pieces - 42" pipe 2247
54" pipe 2341

S.6 base 3/4-0 770
longer 2473

Reference: Billing Form CC 82-20

not documented by J. Val Toronto We reimbursed in file U

FORM 734-1745

8639 9-8-82 511-1081

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE

PROGRAM APPROVED

FEDERAL AID PROJECT NO.

VOUCHER PERIOD From: 10-26-77 To: 12-4-80

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$478,562.46	$452,631.26	85.80%	$388,331.88	$388,331.88	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		9/8/82 Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Rhea Road Relocation John Day Hwy.-Wagner Hwy. Section Rhea County Road Gilliam County					
	Construction Type Code 020 Roadway (Sta. 114+71.77 To Sta. 114+50)					
	Final Contract Payment Summary	Lump Sum			$393,482.61	
	Construction Engineering					
	Final Contract Payment Summary	Lump Sum			3,000.00	
	Liquidated Damages	Lump Sum			(1,596.80)	
	J. Val Torente & Assoc's	All Required			57,607.34	
	Total Participating Construction Engineering				$ 59,010.54	
	Misc. Project Cost					
	Audit Expense (State)	All Required			81.92	
	EEO Monitoring Expense	All Required			105.19	
	Total Misc. Project Cost				$ 187.11	
	Total Participating Project Cost				$452,601.26	
	Nonparticipating Project Cost					
	Final Contract Payment Summary	Lump Sum			7,834.30	
	Interest on Final Payment	All Required			3,615.18	
SFO #5	State to purchase excess 42-inch arch type pipe	All Required			(1,747.50)	
SFO #6	State to purchase excess 54-inch culvert	All Required			(1,541.00)	
	Construction Engineering	All Required			17,803.42	
	Liquidated Damages	Lump Sum			(3.20)	
	Total Nonparticipating Project Cost				$ 25,961.20	
	Total Project Cost				$478,562.46	
	Prepared based on Participating Costs as shown on Federal Billing as of 9/16/82.					
	AMOUNT CARRIED FORWARD					

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTE (Pay... not ... colum...
	John Day Hwy. - P.G.E. Power Station Section F.A.S. Gilliam County					
	Preliminary Engineering Type Code P.E.					
	State	All Required			$10,499.65	
	Consultant	Lump Sum			34,788.00	
	Total Participating Cost				$45,287.65	
	Non-Participating Items					
	Preliminary Engineering (State)	All Required			96.11	
	TOTAL COST				$45,383.76	
	Prepared based on Participating Cost as shown on Federal Billing as of 10/19/78.					
	AMOUNT CARRIED FORWARD					

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building - Salem, OR 97310

STATE	FEDERAL AID PROJECT NO.
Oregon	RS-609(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 5-19-76 To: 10-21-77

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$45,383.76	$45,287.65	85.8%	$38,856.80	$ 38,856.80	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon V.E. Skoog Controller
FORWARDED BY FHWA DIVISION OFFICE		10-18-78

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE.

		510	1957	921	00	P	1				
		510	1957	923	00	P	1				
				TOT		P	1				
				** JOB TOTALS **							
JOHN DRY HWY-PGE POWER PLANT CONT NO				& FA PROJ NOS RS 6						00	STATE
		511	1997	296	00	N	9				
		511	1997	297	00	N	9				
		511	1997	298	00	N	9				
		511	1997	637	00	P	1				
		511	1997	901	00	P	1				
		511	1997	902	00	P	1				
		511	1997	904	00	P	1				
		511	1997	905	00	P	1				
		511	1997	910	00	P	1				

TOTAL TO DATE JOB COST SUMMARY					JUNE 1979	PAGE 804	
DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	511 1997	911	00 P 1				
	511 1997	914	00 P 1				
	511 1997	918	00 P 1				
	511 1997	920	00 P 1				
	511 1997	921	00 P 1		86.40CR	1.	
	511 1997	923	00 P 1				
	511 1997	924	00 P 1				
	511 1997	950	00 P 1				
	511 1997	980	00 P 1			1.	
		TOT	P1		643.87CR	45.	
		TOT	NI				
		** JOB TOTALS **		**	643.87CR**	45,383.76	**
BOOT HILL CEMETRY-DOG CK CONT NO		& FA PROJ NOS RS 5				00	STATE
	512 1909	296	00 N 9		12,976.82CR	27,191.63CR	
	512 1909	298	00 N 9		12,976.82	27,191.63	
	512 1909	901	00 P 1		5,389.44	20,439.83	
	512 1909	902	00 N 1		5.83	58.	
	512 1909	905	00 P 1		2,150.90	2,792.	
	512 1909	909	00 P 1		2,104.98	3,279.	
	512 1909	910	00 P 1			2,	
	512 1909	911	00 P 1		62.08		
	512 1909	913	00 P 1		83.70	91.	
	512 1909	914	00 P 1		289.63		
	512 1909	918	00 P 1		113.22		
	512 1909	920	00 P 1		24.58	24.	
	512 1909	921	00 P 1		1,000.83	1.	
	512 1909	922	00 P 1		59.73		
	512 1909	923	00 P 1		916.72	916.	
	512 1909	950	00 P 1			90.	
		TOT	NI		12,246.27	41,	

TOTAL TO DATE JOB COST SUMMARY — SEPTEMBER 1982 — PAGE 317

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	OR	CURRENT MONTH	FISCAL YEAR TO DATE	TOTAL TO DATE
	511 1081	201	00 M 1			
	511 1081	201	00 P 1	Liquidated damages		
	511 1081	203	00 M 1	Interest		1,616.18
	511 1081	206	00 M 1	Interest		1,707.
	511 1081	290	05 M 1	Material sold		1,841.
	511 1081	290	05 M 1			
	511 1081	290	05 M 1		2,869.75	
	511 1081	290	05 M 9	2,869.05CR	2,869.75CR	388,331.
	511 1081	290	05 P 1			57,697.
	511 1081	290	05 M 1			9,492.
	511 1081	290	05 M 1			
	511 1081	290	05 M 1			7,638.87
	511 1081	290	01 M 1			
	511 1081	290	05 P 1			
	511 1081	290	05 M 1	Consultant Audit		
	511 1081	290	05 P 1			
	511 1081	290	05 M 1	Program	36.17	36.17
	511 1081	290	05 P 1			
	511 1081	290	05 M 1	Spec's		
	511 1081	290	05 P 1		11.70	11.70
	511 1081	290	05 M 1			
	511 1081	290	05 P 1			
	511 1081	290	05 M 1	Training Exp		
	511 1081	290	05 P 1			
	TOT	MI		3,396.81CR	3,396.81CR	1,[illegible]
	TOT	MI		3,396.81	3,396.81	1,[illegible]
	** JOB TOTALS **					

ROOT HILL CENTRY-DOG CREEK CONT NO [illegible] FA PROJ NOS [illegible] ESTIMATE 100

	512 1086	201	00 P 1			
	512 1086	203	00 P 1			
	512 1086	290	05 M 9			
	512 1086	290	05 M 9			
	512 1086	290	05 M 1			
	512 1086	290	05 P 1			
	512 1086	290	01 M 1			

PREFIX	SEQ	FED	BID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PAID TO DATE		
506-1060	10	RS	-0429-001 APPR-075	280,914.96	318,669.80	318,860.91	88.10	280,914.96	280,914.96		
507-1046	10	RS	-0378-002 APPR-075	577,149.80	654,577.38	656,813.27	88.10	577,149.80	577,149.80		
508-1063	1	RS	-0301-003 APPR-075	305,483.00	330,692.61	330,316.71	88.10	291,223.27	291,223.27		
509-1066	1	PWS	-0005-104 APPR-140	101,991.00	86,770.97	86,733.24	100.00	86,733.24	86,733.24		
510-1012	1	BRS	-A009-003 APPR-118	532,886.00	138,308.24	138,294.26	80.00	104,220.20	104,178.82		83.38
510-1029	10	BRS	-A386-001 APPR-138				90.00				
511-1081	12	RS	-0452-001 APPR-075	388,331.80	478,862.46	452,601.26	85.80	388,331.80	388,331.80		
512-1086	10	RS	-0536-002 APPR-075	314,929.32	367,398.46	367,178.87	85.77	314,989.32	314,989.32		
513-1066	1	BRS	-0475-001 APPR-114	21,266.00	91,921.02	91,288.17	80.00	73,430.81	21,266.00	1,665.00 B	
514-1086	10	RS	-0428-001 APPR-075	497,638.27	580,982.37	579,881.43	85.80	497,638.27	497,638.27		
515-1023	1	BRS	-A361-001 APPR-138	41,076.00	47,208.12	47,208.12	90.00	42,487.31	41,076.00	1,411.31 B	
515-1025	1	RS	-A368-003 APPR-075	321,450.00	420,318.07	416,025.87	88.10	366,888.81	366,888.43		90.91
	8	RS	-A368-003 APPR-075	54,000.00	57,228.08	57,202.17	88.10	50,440.87	50,434.76		6.11
515-1025		PREFIX TOTALS		425,450.00	477,546.15	473,228.04		417,329.68	417,323.19		96.92
516-1061	1	RS	-0400-001 APPR-075	289,039.00	268,779.67	268,579.20	88.15	236,782.56	236,782.56		
517-1003	1	RS	-A323-001 APPR-075	963,706.00	1036,817.32	1039,460.87	88.10	905,986.03	905,986.03		
517-1011	1	NES	-0333-001 APPR-141		1,110.12	1,110.12	90.00	999.11		999.11 B	
518-1002	1	RS	-0303-002 APPR-075	296,113.00	322,196.85	322,167.70	88.15	283,990.83	283,990.83		
	9				348,104.76						
518-1002		PREFIX TOTALS		296,113.00	670,301.61	322,167.70		283,990.83	283,990.83		
519-1057	10	RS	-0316-002 APPR-075	280,862.19	318,572.31	318,496.74	88.10	280,862.19	280,862.19		
519-1059	10	RS	-0329-002 APPR-075	155,669.31	176,678.71	176,635.86	88.10	155,669.31	155,669.31		
520-1001	10	RS	-0436-002 APPR-075	124,476.13	146,449.79	146,077.07	85.80	124,476.13	124,476.13		
520-1022	10	RS	-A463-001 APPR-075	167,895.04	190,762.42	190,400.36	88.10	167,895.04	167,895.04		
520-1029	10	RS	-A462-001 APPR-075	1022,740.37	1160,186.54	1159,832.58	88.10	1022,740.37	1022,740.37		
	7				288,781.11						

8639

May 9, 1980

Safeco Insurance Company of America
1500 S. W. 1st Avenue
Portland, OR 97201

OCM 3
#8639

Gentlemen:

Contract No. 8639 awarded to Jarl Construction, Inc., for work on the Rhea Road Relocation Unit of the John Day Highway-Heppner Highway Section of FAS 2452 in Gilliam County was completed on October 10, 1979, and accepted by the State Highway Division on May 7, 1980.

Final payment in the amount of $914.39 will be released to the contractor after May 14, 1980. The total contract amount is $402,637.91 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gernsen
CONSTRUCTION SERVICES

FKN/gnk

cc: Jarl Construction, Inc.
P. O. Box 691
The Dalles, OR 97058

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Dale Allen

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments DEPT. 378-6594 TELEPHONE FILE: CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: May 7, 1980

FROM: C. T. Keasey
Assistant State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of May 7, 1980.

Contract	8639, Work Completed October 10, 1978
Project	Rhea Road Reloc.Unit,John Day Hwy.-Heppner Hwy.
Highway	FAS B452 (Rhea Road)
County	Gilliam
Type of Work	Grading & Oiling
Contractor	Jarl Construction, Inc.

RDC:mk

cc: H. S. Coulter
R. D. Church

8639 4-9-80 ~~FAS 8452~~

Statement of Overruns & Underruns
Rhea Road Relocation Unit, John Day - Heppner
FAS B 452 (Rhea Road)
Gilliam County
Contract 8639

Item	Original Amount	Semi-final	Percent + Or -
Contract Bid Items	$331,799.00	$350,011.22	+5%
Anticipated Items	4,400.00	397.60	-91%
Contingencies	15,128.96	53,847.54	+256%
Engineering	30,257.91	66,000.00	+118%
State Force Orders	0.00	4,361.50	
Credits	0.00	1,600.00	
Totals	$381,585.87	$473,017.86	+24%

Versteeg ✓
Anderson
db Christensen copy
Olson
db Sullivan copy
Terpin
Trout
Wakerlig

RECEIVED
APR 9 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up /
Action

Item No.	Item	Unit	Contract Quantity	Final Quantity	+ or -
001	Furnish Field Lab	Each	1	1	-0-
002	Mobilization	Lump Sum	All	All	-0-
003	Temp Pro & Dir	Lump Sum	All	ALL	-0-
004	Temp Signs	Sq Ft	60	50.6	-19%
005	Temp Barricades	Each	4	4	-0-
006	Flagmen	Hour	40	32	-25%
007	Clear & Grub	Lump Sum	All	All	-0-
008	General Excavation	Cu Yd	103,250	126,804	+23%
	Error in the original x-sections				
009	Rock Ditch Protection	Cu Yd	700	727	+4%
010	Overhaul	(C) Yd Sta	5,100	4,490.9	-12%
	Contractor crushed material out of the major cut Sta 65+ for Gilliam Co.				
011	Trench Excavation	Cu Yd	350	429.4	+23%
	Added pipe on the project				
012	Finish Roadbed & slopes	Lump Sum	All	All	
013	Watering	M-Gal	1,400	3,503	+150%
	In place moisture less than anticipated, Some water used in erosion control, quantity under estimated.				
014	Aggregate Subbase	Ton	20,200	18,840	-7%
	Contractor agreed to use some material for erosion control on Subgrade, some material used in grade change contractors decision, depth under ran in some areas.				
015	3/4-0 aggr base	Ton	3,950	4,956	+26%
	Lack of control while placing the material, lack of grade hubs by engineering				
016	Aggr. in Asph Macadam	Cu Yd	1,660	1,797	+8%
	Overrun due to aggr used in prime coat				
017	AR 2000 in Asph in Asph Macadam	Ton	125	166	+33%
018	Asph in Seal Coat	Ton	35	39	+11%
019	Extra for Asph Macadam Approaches	Each	2	4	+200%
	Added to meet R/W option agreements				
020	42" Arch Type Pipe	Lin Ft	90	-0-	-100%
	Deleted by PA #5				
021	54" Culvert Pipe	Lin Ft	310	210	-32%
	Adjusted location PA #1				
022	Type 1-5W fence	Lin Ft	19,100	-0-	-100%
	Item deleted - constructed under PA # 3				
023	Loose Rip Rap	Cu Yd	230	172	-34%
	Eliminated 42" reduced need				
024	Filter Blanket	Cu Yd	27	14	-48%
	Same as 023				
025	42" end sections	Each	2	0	-100%
	Deleted on PA #5				

Item No.	Item	Unit	Contract Quantity	Final Quantity	+ or -
026	54" End Sections	Each	4	2	-50%
027	Delineators	Each	90	94	+4%
028	Roadside seeding	Acre	12	9.9	-18%
	Some areas set up for seeding were not suitable				
029	Removal of existing signs	Lump Sum	All	All	
030	Wood Sign Post	Lump Sum	All	All	
031	Type 'C' & 'D' signs	Sq Ft	135	130	4%
032	Type 'EE' & 'U' signs	Sq Ft	12	6	-50%
30101	Document Spec Change				
30201	On the Job Training	Hour	497	398	-20%
30301	Delete BI 22	Lump Sum			
30401	Document Increas BI 13				
30501	Document Delete BI 20 & 25				
30601	18" Culvert Pipe	Lin Ft	374	374	-0-
30701	Extra for pipe under pavement	Lin Ft	32	32	-0-
30801	24' Cattle Guard	Each	1	1	-0-
30901	Purchase 42" end sections	Lump Sum			
31001	Purchase 54" end sections	Lump Sum			
31101	Extra Excavation	Lump Sum			
31201	Document use Material Receipt				
31301	Document Truck Wts. for 2"-0 & 3/4"-0 aggregate				
31401	Document Measurement Method, Bid Items 14 & 15.				
31501	Document Price Adjustment for failing Mat'l, Bid Item 15				

r 8639

1-F

4.

Form 21-731-1169 (Rev. 8-73)

OREGON STATE HIGHWAY DIVISION

~~Price Agreement~~ Adjustment

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Rhea Road Relocation Unit Date March 28, 1980

Highway John Day - Heppner Contract No. 8639

County Gilliam Prefix 511-1081

Contractor Jarl Construction, Inc. F. A. Project No. RS-B452(1)

Address P.O. Box 691, The Dalles, OR 97058 Price Agreement No. 15

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Document adjustment for 3/4" - 0 base aggregates incorporated into the project which failed required specifications, Bid Item #15.

Locations by station numbers: Throughout the project

Names of pay items, estimated quantities and agreed prices:

Name	Item	Quantity	Unit	Unit Price	Amount
6002 ~~21501~~ price	Red. Non spec 3/4-0 base Bid Item #15	257.71	tons	-$2.20	$566.96 Credit

Specifications, basis of measurement and other provisions:

Standard Oregon State Highway Division method was used in determining the adjustment. Tons determined by multiplying percent test out of spec. by tons represented. Dollar value is determined by multiplying tons out of spec. (257.71) by the contract unit price, $2.20.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Increased Project authorization	$ 476,265.00
Present estimate of project cost, including credit $566.96 for work under this order	$ 473,017.86
Expected ~~under run~~ over-run (amount)	$ 3,247.14
Expected ~~under run~~ over-run (per cent)	0.7

Space to right of this line is for use of Salem Office

Submitted by: J.S. Sawyer Resident Engineer Liaison

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

4/22/80 Approval Recommended

Signed Jarl Construction, Inc. Contractor
The Dalles, OR

Approved: Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer

4-23-80

SP*79603-734

8659

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 6-149		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Clinton
MODIFICATION NUMBER	6-14-79	Project Number 452(1) RS-[redacted](1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 10, 1979, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 454,270.00	$ 477,645.00
Federal funds	$ 389,762.00	$ 409,675.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction and engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of June, 1979.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. J. Lantz

Asst. State Highway Engineer
(Title)

By XX For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Gen File

Oregon State Highway Division
Salem, Oregon June 11, 1979

Federal Aid Project
No. RS-B542(1)
452

Rhea Road Relocation
John Day Hwy. - Heppner Hwy. Section
Rhea County Road
Gilliam County

REVISED PROJECT AGREEMENT

Type Code 6201
Roadway (Sta. 114+71.77 to Sta. 114+50)

Subtotal of previous estimate of November 29, 1978			$395,021.00
Previous Estimate			
Aggregates in Asphalt Macadam	1,660 Cu.Yd.	8.00	13,280.00
AR-2000 Asphalt in Asphalt Macadam	125 Ton	120.00	15,000.00
			$ 28,280.00
Revised Estimate			
Aggregates in Asphalt Macadam	1,796 Cu.Yd.	8.00	14,368.00
AR-2000 Asphalt in Asphalt Macadam	140 ton	120.00	16,800.00
Extra Excavation (P.A. #11)		Lump Sum	17,436.00
			48,604.00
Increase			$ 20,324.00
Subtotal			415,345.00
Engineering			62,300.00
Total			$477,645.00

Length of Project - - - - - - - 1.795 miles
Cost of Roadway per mile- - - $266,097.49

Federal Funds - - - - - - - - -	$409,675.00
State Funds - - - - - - - - - -	33,985.00
County Funds- - - - - - - - - -	33,985.00
Total	$477,645.00

Group 1 100%
Contract No. 8639
Prefix 511-1081

8639

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved: O M B No. 04-R3069
MONTHLY TRANSACTION NUMBER 12-208		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County G1111am
MODIFICATION NUMBER 1	12-8-78	Project Number RS-B452(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 10, 1978, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$386,628.00	$454,270.00
Federal funds	$331,726.00	$389,762.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction bid items, and approved price agreements.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of December, 1978.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E A Hunter

Technical Services Engineer
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form FR-2A (Rev. 10-78) Previous editions are obsolete GPO 927 404

File

Oregon State Highway Division
Salem, Oregon November 29, 1978

Federal Aid Project
No. RS-B452(1)

RHEA ROAD RELOCATION UNIT
JOHN DAY HWY.-HEPPNER HWY. SECTION
RHEA COUNTY ROAD
GILLIAM COUNTY

Revised Project Agreement.

Type Code 6201
Roadway (Sta. 114+71.77 to Sta. 114+50)

Subtotal of previous estimate December 14, 1977			$336,199.00
Previous Estimate			
General Excavation	103,250 cu. yd.	1.20	$123,900.00
Watering	1,400 M-Gal.	7.00	9,800.00
		TOTAL	$133,700.00
Revised Estimate			
General Excavation	128,013 cu. yd.	1.20	$153,615.60
Watering	3,365.2 M-Gal	7.00	23,556.40
18 Inch Culv. Pipe(PA #6)	374 Lin. Ft.	25.00	9,350.00
24 Ft. Cattle Guards(PA #8)	1 Each	6,000.00	6,000.00
		TOTAL	$192,522.00
		Increase	58,822.00
		Subtotal	395,021.00
		Engineering	59,249.00
		TOTAL	$454,270.00

Length of Project ---------- 1.795 miles
Cost of Roadway per Mile ------ $253,075.20

SUMMARY OF FUNDS

Federal Funds ----------	$389,762.00
State Funds ----------	32,254.00
County Funds ----------	32,254.00
TOTAL	$454,270.00

Group 1 - 100%
Contract No. 8639
Prefix: 511-1081

#39 STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon
MONTHLY TRANSACTION NO. 1-37	FEDERAL-AID PROJECT AGREEMENT 1-10-78	County Gilliam
		Project No. RS-B452(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Rhea Road Relocation

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-26-77	1.795
OTHER *(Specify)*		

FUNDS Pro rata 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 386,628.00	$ 331,726.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Lumtu

Technical Services Engineer
(Title)

By H S Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burrow
(Division Administrator)

For: G.L. Green

Date executed by Division Administrator JAN 10 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. **RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. **HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. **PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. **PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. **INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. **PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. **STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. **BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. **SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. **PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, December 14, 1977

Federal-aid Project
No. RS-B452(1)

RHEA ROAD RELOCATION UNIT
JOHN DAY HWY.-HEPPNER HWY. SECTION
RHEA COUNTY ROAD
GILLIAM COUNTY

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 114+71.77 to Sta. 114+50)

Furnishing Field Laboratory	1	only	3,000.00	$ 3,000.00
Mobilization	All	Required		33,000.00
Temporary Protection and Direction of Traffic	All	Required		2,000.00
Temporary Signs	60	sq.ft.	6.00	360.00
Temporary Barricades	4	only	100.00	400.00
Flagmen	40	hour	16.00	640.00
Clearing and Grubbing	All	Required		1,500.00
General Excavation	103,250	cu.yd.	1.20	123,900.00
Rock Ditch Protection	700	cu.yd.	5.20	3,640.00
Overhaul	5,100	"C"-yd.Sta.	1.50	7,650.00
Trench Excavation	350	cu.yd.	10.00	3,500.00
Finishing Roadbed and Slopes	All	Required		7,000.00
Watering	1,400	M-gal.	7.00	9,800.00
Coarse Aggregate Base	20,200	ton	2.00	40,400.00
3/4" - 0 Aggregate Base	3,950	ton	2.20	8,690.00
Aggregates in Asphalt Macadam	1,660	cu.yd.	8.00	13,280.00
AR-2000 Asphalt in Asphalt Macadam	125	ton	120.00	15,000.00
Asphalt in Seal Coat	35	ton	140.00	4,900.00
Extra for Asphalt Macadam Approaches	2	only	100.00	200.00
42-inch Arch Type Pipe	90	lin.ft.	42.00	3,780.00
54-inch Culvert Pipe	310	lin.ft.	45.00	13,950.00
Type 1-5W Fence	19,100	lin.ft.	1.00	19,100.00
Loose Riprap, Class 50	230	cu.yd.	8.00	1,840.00
Filter Blanket	27	cu.yd.	20.00	540.00
42-inch Culvert End Sections	2	only	300.00	600.00
54-inch Culvert End Sections	4	only	650.00	2,600.00
Delineators	90	only	20.00	1,800.00
Roadside Seeding and Mulching	12	acre	410.00	4,920.00
Removal of Existing Sign Installations	All	Required		250.00

Wood Sign Posts	All Required		2,200.00
Type "C" and "D" Signs in Place	135 sq.ft.	9.00	1,215.00
Type "EE" and "V" Signs in Place	12 sq.ft.	12.00	144.00
			$331,799.00
Anticipated Items			
Slide Correction	All Required		$ 2,000.00
Permanent Pavement Striping	All Required		600.00
Temporary Erosion Control	All Required		1,000.00
On-the-Job Trainees (1 at $800)	All Required		800.00
			$ 4,400.00
	Subtotal		$336,199.00
	Engineering		50,429.00
	Total		$386,628.00

Length of Project - - - - - - - - - - 1.795 miles

Cost of Roadway Per Mile- - - - - - - $215,391.64

Federal Funds (85.8%) - - - - - - - - - - -	$331,726.00
State Funds - - - - - - - - - - - - - - - -	27,451.00
County Funds- - - - - - - - - - - - - - - -	27,451.00
Total - - - - - - - - - - - -	$386,628.00

Group 1 - 100%

Contract No. 8639

Prefix: 511-1081

DATE: May 2, 1979

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Rhea Road Relocation
FAS B 452, Gilliam County
Contract No. 8639

This federal-aid grading and oiling project has recently been completed and an overrun of the project authorization is apparent. An additional $94,679.13 or 24.8% in authorization is needed to cover the estimated costs.

The general excavation overran the estimated quantity by 23,554 cubic yards with a large part of the increase occurring in an area of rock excavation. The increase in project cost for general excavation amounts to $45,701. Other major increases include additional watering needed to obtain compaction ($13,746) and a cattle guard ($6,600).

The project engineering is presently anticipated to cost $75,000. This $44,742 beyond the amount included in the project authorization includes principally the consultant engineer's fees. It is anticipated that approximately $15,000 in engineering charges will not be eligible for federal participation due to the 15% of contract cost limitation set by the FHWA.

It is recommended that the authorization for this project be increased by $94,679.13 to a new total of $476,265. This matter will be on the Consent Calendar for your May 15 meeting.

MR:rr jm

bc: F. B. Klaboe
Fred Miller
C. W. Head
L. W. Rulien
E. S. Hunter
D. H. Moehring
R. L. Schroeder
C. T. Keasey
Dale Allen
George Bell

April 26, 1979

Jarl Construction, Inc.
P. O. Box 691
The Dalles, OR 97058

Gentlemen:

Time Extension
Rhea Road Relocation Unit
Gilliam County
Contract 8639

Your request for an increase in calendar workdays for the above project has been given careful review. A 58 calendar workday extension is granted for reasons stated in your request.

There remains 16 days liquidated damages.

Sincerely,

ORIGINAL SIGNED BY H. S. COULTER
H. S. Coulter
State Highway Engineer

OBJ:mk jj

bc: C. T. Keasey
Robert Church
Dale Allen
J. S. Sawyer
J. Val Toronto
[redacted]

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR

April 23, 1979

FILE:

FROM: O. B. Jackmond
Contract Administration Engr.

SUBJECT: Time Extension Request
Rhea Road Relocation Unit
Gilliam County
Contract 8639

TO: H. S. Coulter
State Highway Engineer

Jarl Construction, Inc., contractor on the above project, has requested an 83 calendar day increase in which to complete their contract. Reasons given in support of this extension are crushing extra rock for the county, excess excavation and extra work.

The contract plans showed an excess of rock excavation which was to be stockpiled on the right-of-way. The county requested that approximately 20,000 cubic yards of the excess material be crushed and stockpiled for their future use. The crushing was done by the contractor but was not a part of the contract. The contractor crushed rock for the county from June 15 to July 15 or 30 calendar days. The only work on the project was the rock excavation which was used in the crushing. The excavation was a contract item but the operation was slowed due to the crushing. The rock excavated during this time could have been completed in 17 calendar days had it not been for the crushing. As it was to the county's benefit to have the crushing done, the contractor should be granted the 13 days lost. No additional costs to the project were incurred due to the additional crushing.

Due to an error in the location cross sections, the plan quantity for excavation overran by 23%. (15,314 cy of rock and 8,240 cy of common.) From records kept by the resident it was figured the contractor averaged 1,130 cubic yards of rock excavation per calendar workday. The additional rock excavation required 14 calendar workdays to perform (15,314 ÷ 1,130). Weekly reports also indicated the contractor moved approximately 2,300 cubic yards of common material per day. Five additional days were needed to excavate the additional common material (8,240 ÷ 2,300) (1.4). The contractor lost a total of 19 calendar workdays removing excess material.

A cattle guard was to be installed under Price Agreement No. 8. The contractor had difficulty in obtaining a cattle guard that would meet our specifications. The oiling of the roadway was subsequently delayed until an approved cattle guard could be obtained and installed. The grade was essentially ready for oiling on August 25, 1978. Installation of the cattle guard was completed September 14, 1978, thus delaying the oiling 20 calendar workdays.

Price Agreements 7 and 8 required 18 inch culvert pipe to be installed. Project records show that six calendar workdays were required to perform this added work.

It is recommended the contractor be granted a total of 58 calendar workdays (13 for crushing, 19 for additional excavation, 20 for cattle guard delays, and 6 for added pipe work).

The contractor overran the contract time by 74 days. With this extension, there will remain 16 days liquidated damages charged to the contractor.

This is a Rural Secondary project which will not require FHWA concurrence.

A rough draft letter to the contractor is attached.

OBJ:DA:mk

cc: Dale Allen
J. S. Sawyer

RECEIVED
STATE HWY ENGR
APR 25 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

OREGON STATE HIGHWAY DIVISION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Division
Salem, Oregon

Date November 27, 1978

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from ...150..... days to ...233..... days, within which to complete our Contract No. .....8782....., without the assessment of liquidated damages. The said contract is described as follows:

RHEA ROAD RELOCATION UNIT FAS B 452

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Crush 1" - 0 Rock For Gilliam County	June 15, 1978 - July 15, 1978	- 29 Days
Excess Rock Excavation	July 17, 1978 - Aug. 23, 1978	- 27 Days
Cattle Guard - P.A. No. 8	Aug. 24, 1978 - Sept. 14, 1978	- 21 Days
18" Culvert	Aug. 2, 1978 Aug. 8, 1978	- 6 Days
	TOTAL	83 Days

Respectfully submitted,

.....JARL CONSTRUCTION, INC.....
Contractor

By .....R. Norman Jarl..... Vice Pres.

CONSENT OF SURETY

Date ....NOVEMBER 28,...., 1978

We, ...SAFECO INSURANCE COMPANY OF AMERICA.....
....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

.....
Attorney-in-fact

M. C. Peters (SEAL)

.....
Resident Agent

OREGON STATE HIGHWAY DIVISION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. ..... Contractor .....

Highway .....

Section .....

Kind of Work .....

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] or GRANTED. The reasons for such recommendation are as follows:

A 58 calendar workday extension is granted for extra rock crushing, additional excavation and delays due to extra work.

Recommended for Approval:

Robert Chandler
Region Engineer

O. B. Jackman
For Construction Engineer or Bridge Engineer

H. S. Coulter
State Highway Engineer

Contract No.	
Project designation	State-Federal
Date awarded	
Work started	
Per cent completed	Date
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

SP*19669-724

SAFECO

POWER OF ATTORNEY

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA
HOME OFFICE: SAFECO PLAZA
SEATTLE, WASHINGTON 98185

No. 3118

KNOW ALL MEN BY THESE PRESENTS:

That **SAFECO Insurance Company of America, General Insurance Company of America** and **First National Insurance Company of America**, each a Washington corporation, does each hereby appoint

----------M. C. PETERS----------

its true and lawful attorney(s)-in-fact, with full authority to execute on its behalf fidelity and surety bonds or undertakings and other documents of a similar character issued in the course of its business, and to bind the respective company thereby.

IN WITNESS WHEREOF, SAFECO Insurance Company of America, General Insurance Company of America and **First National Insurance Company of America** have each executed and attested these presents

this 17th day of May, 19 76.

W. D. HAMMERSLA, SECRETARY

GORDON H. SWEANY, PRESIDENT

CERTIFICATE

Extract from Article VI, Section 12, of the By-Laws of **SAFECO Insurance Company of America**, of **General Insurance Company of America** and of **First National Insurance Company of America:**

"Article VI, Section 12.– FIDELITY AND SURETY BONDS . . . the President; any Vice President, and the Secretary shall each have authority to appoint individuals as attorneys-in-fact or under other appropriate titles with authority to execute on behalf of the company fidelity and surety bonds and other documents of similar character issued by the company in the course of its business . . . On any instrument making or evidencing such appointment, the signatures may be affixed by facsimile. On any instrument conferring such authority or on any bond or undertaking of the company, the seal, or a facsimile thereof, may be impressed or affixed or in any other manner reproduced; provided, however, that the seal shall not be necessary to the validity of any such instrument or undertaking."

Extract from a Resolution of the Board of Directors of **SAFECO Insurance Company of America**, of **General Insurance Company of America** and of **First National Insurance Company of America** adopted July 28, 1970:

"On any certificate executed by the Secretary or an assistant secretary of the Company setting out,
(i) The provisions of Article VI, Section 12 of the By-Laws, and
(ii) A copy of the power-of-attorney appointment, executed pursuant thereto, and
(iii) Certifying that said power-of-attorney appointment is in full force and effect,
the signature of the certifying officer may be by facsimile, and the seal of the Company may be a facsimile thereof."

I, Wm. Hammersla, Vice President and Secretary of **SAFECO Insurance Company of America**, of **General Insurance Company of America** and of **First National Insurance Company of America**, do hereby certify that the foregoing extracts of the By-Laws and of a Resolution of the Board of Directors of these corporations, and of a Power-of-Attorney issued pursuant thereto, are true and correct, and that both the By-Laws, the Resolution and the Power-of-Attorney are still in full force and effect.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the facsimile seal of each corporation

this 28th day of NOVEMBER, 19 78.

SAFECO INSURANCE COMPANY OF AMERICA CORPORATE SEAL 1953 STATE OF WASHINGTON

GENERAL INSURANCE COMPANY OF AMERICA CORPORATE SEAL 1923 State of Washington

FIRST NATIONAL INSURANCE COMPANY OF AMERICA CORPORATE SEAL 1928 STATE OF WASHINGTON

W. D. HAMMERSLA, SECRETARY

S-1431 9/75

PRINTED IN U.S.A.

9637

(Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Rhea Road Relocation Date March 5, 1979

Highway F.A.S. B 452 Contract No. 8639

County Gilliam Kind of Work Grading & Oiling Contractor Jarl Construction, Inc.

	Authorized	Estimated
Contract Amount	331,799.00	$357,726.00
Anticipated Items	4,400.00	920.00
Contingency (4½%)	15,128.96	44,219.00
Engineering	30,257.91	75,000.00
Credits	0.00	1,600.00
PROJECT COST	381,585.87	476,265.00
* See Reverse	NET INCREASE $	94,679.13

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
1) B.I. # 008 General Excavation (C)	$152,165.00	(+) $28,265.00
2) B.I. # 013 Watering (C)	23,556.00	(+) 13,756.00
3) B.I. # 014 Aggregate Subbase (C)	37,668.00	(-) 2,732.00
4) B.I. # 020 42-inch Pipe (C)	0.00	(-) 3,780.00
5) B.I. # 021 54-inch Pipe (C)	9,450.00	(-) 4,500.00
6) Liaison Engineer (U)	6,600.00	(+) 6,600.00
7) Slide Correction (A)	0.00	(-) 2,000.00
8) Temporary Erosion Control (A)	0.00	(-) 1,000.00
9) P.A. # 6 & 7 18-inch Culvert (U)	9,990.00	(+) 9,900.00
0) P.A. # 8 Cattle Guard (U)	6,000.00	(+) 6,000.00
1) P.A. # 11 Excess General Excavation (U)	17,436.00	(+) 17,436.00
2) Construction Engineering	75,000.00	(+) 44,742.09

Principal reasons for overruns (Continue on reverse side): (1) General Excavation, error in original cross sections; (2) Watering, in place moisture less than anticipated, some water used in erosion control; (6) Liaison Engineer monies not planned for; (9) Price Agreements # 6&7, for 18-inch culvert for drainage.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increared project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by X Liaison Engineer

Resident Engineer

Confirmed by Robert C Ford

Division Engineer

Noted by D. B. Jackman 5/16 Engr. to Constr.

For Construction or Bridge Engineer

Noted by H. D. Wheeler

Deputy or State Highway Engineer

* Supplemental Consultant Agreement -; Construction Engineering was approved 10/26/77, effective 11/17/77 and dated 12/5/77 by G.K. Hossner.

Includes Bid Items	$342,663.00
Price Agreements	50,146.00
State Force Orders	8,500.00
Less Contingencies	(-)15,129.00
	$386,180.00

over looked in original design; (10) Cattleguard; R/W Agreement 98-14-21 had Gilliam County responsible for cattleguard; (11) Price Agreement # 11 compensates Contractor for rock excavation in General Excavation overrun; (12) Construction Engineering, length of project longer than anticipated due to unexpected difficulties.

Form 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

April 26, 1979

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Rhea Road Relocation
Gilliam County
Contract No. 8639

This federal-aid grading and oiling project has recently been completed and has overrun the project authorization. An additional $94,679.13 or 24.8% in authorization is needed to cover the estimated costs.

The general excavation overran by 23,554 cu. yd. (23%) of which 15,314 cu. yd. was between stations 62+50 and 71+00 and was the result of an error in the location cross-sections. This not only affected the quantity but also the unit cost as a greater portion of the excavation was rock than was anticipated by the contract plans. The additional cost for this work (Bid Item 8 and Price Agreement 11) amounted to $45,701.

Other major increases included watering ($13,756 or 140%) needed for compaction and an unanticipated cattle guard ($6,600) that was a requirement of a R/W agreement.

The project engineering will overrun that included in the project authorization by an estimated $44,742 (148%). The consultant's engineering agreement with the County provided for $58,486 or $28,228 beyond the $30,258 anticipated in the project authorization. The project engineering, including both consultant and State charges, is presently anticipated at $75,000 and the semi-final has not yet been submitted.

A rough draft letter to the Transportation Commission is attached as is a copy of the Expected Overrun of Project Authorization form.

PCRB approval is not required and all but approximately $15,000 of the increase is eligible for federal participation.

OBJ:WR:fr

Att.

cc: Dale Allen
J. S. Sawyer
Robert Church

RECEIVED
STATE HWY ENGR
MAY 1 - '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8639

10-12-78

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO: Treasurer of the State of Oregon

Address: Capitol Building - Salem, OR 97310

STATE: Oregon	FEDERAL AID PROJECT NO.: [redacted]-608(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 5-19-76 To: 10-31-77

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$45,383.76	$45,287.63	85.48	$38,856.00	$38,856.00	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon V.J. Elsey Controller 10-12-78
FORWARDED BY FHWA DIVISION OFFICE		

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	John Day Hwy. - P.G.E. Power Station Section F.A.S. Gilliam County					
	Preliminary Engineering Type Code P.E. State	All Required			$45,287.65	
	Total Participating Cost				$45,287.65	
	Non Participating Items Preliminary Engineering (State)	All Required			96.11	
	TOTAL COST				$45,383.76	
	Prepared based on Participating Cost as shown on Federal Billing as of 10/19/78.					
	AMOUNT CARRIED FORWARD					

PE costs (Fed. Part.) $45,287.65

PE cost (non-part.) 96.11

Total PE costs $45,383.76

Federal Funds collected $38,852.80

County's Share of PE Costs are as follows:-

½(45,287.65 - 38,852.80) + $96.11 = $3311.54

County advance deposit	$3870.00
County Share of PE	3311.54
To be refunded to County	$558.46

DEPARTMENT OF TRANSPORTATION

Date 7/11/78

General Files 8639
General Services (DOT)
Information Systems (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
Region Number
District Number

Finance (DOT)
FHWA
Accounting
Administrative Services
Chief Counsel
Commission Services
Computer Center (Lana Ave.)
Construction
Data Processing (Transp. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom

ATTENTION: Dick Hacok

FROM: LR

COMMENTS:

Form 731-0982 (1/78) SP*70004-734

J. VAL TORONTO & ASSOCIATES, INC.

TELEPHONE (503) 276-7402
219 S. E. 2ND
PENDLETON, OREGON 97801

NEERING SERVICES

it 1, John Day Highway to PGE Power Plant Section

une, July)	$3,164.44
	-810.60
Direct Project Expense	582.00
Total Service	$2,935.84

Respectfully Submitted: J. Val Toronto

Approved:

Gilliam County Court

Lee Barnett
Gilliam County Judge

J.S. Sawyer, Resident Engineer

Approved:

Oregon State Highway Division

J. F. Hazledean
Reg. Prod Aid Engr.

RECEIVED
SEP 19 1978
J. S. SAWYER

RECEIVED
SEP 20 1978
J. S. SAWYER

8639

FORM 81-726-2001
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: RHEA ROAD RELOCATION UNIT
WEEK ENDING: 30 SEPT 78
SECTION PREFIX: 511-.0B1
HIGHWAY: FAS B452 (1)
COUNTY: GILLIAM
NAME OF JOB: RHEA ROAD RELOCATION UNIT
KIND OF WORK: GRADING & OILING
CONTRACTOR: JARL CONSTRUCTION, INC
CONTRACT NUMBER: 8639
FEDERAL AID PROJECT NUMBER: RS B452 (1)
DATE OF CONTRACT:
DATE WORK STARTED: 9 JAN 78
ESTIMATED COMPLETION DATE: 15 Oct 78
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3.4 SUPERVISION: 0.6
SPECIFIED WORK DAYS:
SPECIFIED CALENDAR DAYS: 150
WORK DAYS USED:
CALENDAR DAYS USED: 214
SPECIFIED COMPLETION DATE: 28 July 78
PERCENT OF TIME ELAPSED: 100%
PROJECT AUTHORIZATION: $431,813.50
ENGINEERING AUTHORIZATION: $58,486.00
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 98%
EXCLUSIVE OF ENGINEERING: $399,403.87
ENGINEERING COST TO DATE: $56,700.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $399,403.87
PERCENT OF AUTHORIZATION: ____%
DATE PROJECT WAS COMPLETED: 10/13/78
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 42%

RECEIVED
OCT 13 1978
CONSTRUCTION BRANCH

ESTIMATED PERCENT COMPLETE (ROADWORK)

J. S. SAWYER

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.
100%	100%	100%	100%	30%	100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.8	1.8	—	1.8	0
MILES PARTIALLY COMPLETED	—	—	—	1.8	0
MILES COMPLETED	1.8	1.8	—	30% of 1.8mi	0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	107,500 CU.	24,150 T	—	160 T	0
TOTAL QUANTITIES CORRECTED TO DATE	124,556 CU	22,959 T	—	185.22T	0
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	128,013 CU	22,959 T	—	57.88T	0
AVERAGE DAILY QUANTITIES	—	—	—		0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		214 DAYS USED.			
NUMBER OF SHIFTS PER DAY		1			
HOURS PER SHIFT		9.75			

EQUIPMENT USED DURING THE WEEK: 1 - ROLLER -, 1-BLADE -, 1-WATER WAGON, 1-DISTR
2 DUMP TRUCKS.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

78 SEPT	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 24	SUNNY	1		NO DELAYS
MONDAY 25	SUNNY - WARM	1		FROM
TUESDAY 26	SUNNY - WARM	1		WEATHER
WEDNESDAY 27	SUNNY - BREEZE	1		
THURSDAY 28	SUNNY	1		
FRIDAY 29	SUNNY	1		
SATURDAY 30	SUNNY - CLOUDY	1		
		214		

RECEIVED
OCT 17 1978
CONSTRUCTION BRANCH

Kessey, Jackmond, Hopkins, Williams, Johnson, Glenn, Richards, Aung, Inlow, Wildman, Gebauer, Church

78' SEPT

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 24	NO OPERATION
MONDAY 25	OPERATION FOR PLACEMENT 1ST LIFT O-11. CALLED OFF NECESSARY EQUIPMENT NOT ON JOB SITE.
TUESDAY 26	OPERATION FOR PLACEMENT 1ST LIFT O-11 DELAYED NECESSARY EQUIPMENT HAD NOT ARRIVED. CAN TO CONTRACTORS OFFICE EXPLAINED THAT THEY WOULD HAVE A START ON 1ST LIFT TOMORROW.
WEDNESDAY 27	PLACEMENT 1ST LIFT O-11 STA 114+50 RT TO 75+00 RT 11' WIDE AND CENTER 11' WIDTH STA - 75+00 TO 91+00. AT THIS POINT THE SPREADER BELTS WERE DAMAGED, AND OPERATION STOPPED. REMAINING OIL REMOVED FROM JOB BY REQUEST.
THURSDAY 28	PREPARATION of GRADE FOR POSSIBLE 1ST LIFT O-11 COMPLETION TOMORROW. OTHER EQUIPMENT FOR BACK UP BROUGHT TO JOB SITE. DAMAGED EQUIPMENT REPAIRED.
FRIDAY 29	PLACEMENT of 1ST LIFT O-11 COMPLETED TODAY. ALL EQUIPMENT IN WORKING ORDER AND A VERY GOOD SPREAD. EDDY FROM J.S. SAWYER OFFICE O.SH. ON JOB SITE DURING OPERATION.
SATURDAY 30	NO OPERATION

REMARKS

HAD PREVIOUSLY ASKED CONTRACTOR REPS. ABOUT BACK UP EQUIPMENT IN THE EVENT of BREAKDOWNS, BUT it LOOK AS if THEY ONLY HAD EQUIPMENT AVAILABLE FOR MIN. OPERATION.

SIGNED Richardson LOCATION Toronto Edge, ARLINGTON OFFICE

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

FAS [illegible]

Salem, Oregon
April 20, 1978

ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

J. S. Sawyer
Resident Engineer

Sign Shop Drawings
Rhea Road Relocation
FAS [illegible]
Gilliam County
Contract No. 8639

Enclosed find three prints of the approved sign shop drawing for the Type "U" sign on the above named project.

One print should be retained by you for field inspection purposes, one print forwarded to Don Wackerbarth's office for shop inspection of the sign and one print sent to Coral Corp. for sign fabrication purposes.

Reference your letter of April 11, 1978, and the questions asked:

1. Vertical dimensions are not required onthe "fingerboard" type signs as they are to equally divide the remaining space between borders after subtracting the legend height.

2. Borders for this type sign are 3/8", reference drawing S-4.

3. The corner radii is 1-1/2", reference drawing S-4.

The "3M" legend is acceptable for this type sign and does meet the requirements, Section 761.17(d).

We thank you for your interest in seeing that work and materials on projects comply with requirements of the plans and specifications. Please continue calling to our attention any items that you question.

WGB:ab
Attachments
cc: C. T. Keasey
Dale Allen
W. G. Beard

8639

Form E-30 (Rev. 6-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section John Day Hwy-P.G.E. Power Plant

Highway Rhea Road FAS 958

County Gilliam

Date April 18, 1978, 19....

Authorization No. 2

Survey Prefix 511-1997
(Assigned by Salem office)

Description of termini, route, length, etc.:

Review Plans, Specifications and any other incidental items that may be required in the design stages.

Purpose of survey:

Estimate of cost:

Field	901	2,550
Citizen Participation	902	750
Consultant	904	34,800
Final Design	905	2,100
Soils	910	300
Traffic	911	300
Utility	914	400
Location Studies	918	400
Proj. Mgt.	920	250
Specifications	921	1,900
Environmental	923	600
Planning	924	50
Seminars	950	500
Hearings	980	1,400

RS-609(1)
5/19/76

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 46,300
Previous authorization	42,000
Additional authorization requested	4,300
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

P.L. Carstensen
Costs & Records Spec. — Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Tech. Serv. Mgr.

SP*23804-734

N P

8639

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*97000-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Gilliam County Court
Courthouse
Condon, Oregon 97823

Attention of Hon. Leo Barnett, Co. Judge

Request No. (assigned by staff engineer or head of section) CC 1802

Date March 31, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit Construction $26,700.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained in advance deposit	$6,000.00	
		Partial transfer of the Advance deposit for the construction of the John Day Hwy.-PGE Plant Road Section FAS B452		$20,700.00

(Note-See CC 1612)

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 26,700.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 3,870.00

Give the number of the last previous request in connection with this same service.

Credit distribution:
511-1081-297

Submitted by: Harold Reynoldson
Harold Reynoldson

Approved:
Regional Engineer

Approved: G. W. Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8639

PROGRAM MANAGEMENT OFFICE MEMO

Date 3/24/78

Subject Rhea Rd Gilliam County File No.

Received (call) ~~(visit)~~ from Klaboe

Address

Made (call) ~~(visit)~~ to Allen, Pool Phone

Reason for contact and general discussion: Judge Barnett called Klaboe, wanted to use Fed funds for R/W, claims he signed papers not realizing he was obligating County to pay for R/W. I advised Klaboe of meeting in Bend with Region, County officials, Wimer & me. R/W costs not eligible for Fed. funds after contract let. Suggested County negotiate with property owner to shift fence construction to Contract and reduce County costs. Property owner would not agree, work too far along. See back for summery of R/W costs.

Signature

File (LG) ( ) (N) ( ) (S) (W) ( ) ( ) Range II
Circulate: PME (LGE) OPE FAE CCE OM Other Reynolds (W) H m N

Land, fees, ODOT costs, etc. $25,066.56
Fence allowance 9,957.34

Total R/W costs $35,023.90
Less County deposit 20,000.00

Balance County owes as of 3/24 $15,023.90

Future costs for condemnation & court decision $3,325.+++

8639

PROGRAM MANAGEMENT OFFICE MEMO

Date 3-20-78

Subject Rhea Road - Gilliam G. FASC File No. _____

Received (call) (visit) from Val Toronto - Consultant Engrs.

Address Pendleton - consultant for Gilliam

Made (call) (visit) to _____ Phone _____

Reason for contact and general discussion:

Airport Rd Connection to north from Eng 77+48± Continue on original project of Rhea Rd from Ore 19 to approx. Eng Station 112+00. Add 7 Would like borrow up to maximum of five (5) years for new project (original proposal) or extension of existing contract & bid unit prices - whichever applicable. Co. has had approx. $40,000 & could borrow up to 5 years - called L Asbury & he will contact Judge Barnett & relate they should send in project request.

Signature Don Harwell

File ( ) ( ) (✓) ( ) ( ) (✓) ( ) ( )
Circulate: PME LGE OPE FAE CGE OM Other

cc: Reg. 4 (Asbury) #R

8639

Date 2-21-78 **PROJECT MANAGEMENT OFFICE MEMO**

Subject Bleu Road File No.

Received (call) (visit) from

Address

Made (call) (~~visit~~) to Dave Carter Phone 3835

Reason for contact and general discussion: 1) He's going today & back Thurs
2) Meeting purpose – Project & Cost (His understanding)
3) My understanding of meeting: a) Who is to pay for fencing (is it participating) & b) 15% Engr limit
Fencing 4) Has " a) R/W option Woven Type 2 Owners pay $11,000 Hire local man
b) Contract 5 barb " 1 19,000+/ft @ $1.00+ In Ft
1200' complete in Condem frontage Posts on balance Wire on ground
Contractor wants $16,000 to cease
c) Owners still want to do
Engr error Options sent Co but not forwarded to consultant
2) R/W wasn't programed
3) Thinks contract fencing is eligible for participation

Signature D. Kumer

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

Continued

on Reel 196

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: DEPARTMENT OF TRANSPORTATION

Title of Record Series: CONSTRUCTION CONTRACTS

Arrangement of Records: Contract #

Index:

INDEXING: Begins with 8605 Ends with: 8639

FLASH CARDS:

Remarks:

Reel No. 195 Reduction Ration 21 X Project No

Camera: Name Bell & Howell Model File Master Film 16 mm AHU

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 21 day of July 19 88 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature Joseph A. Wirkkala